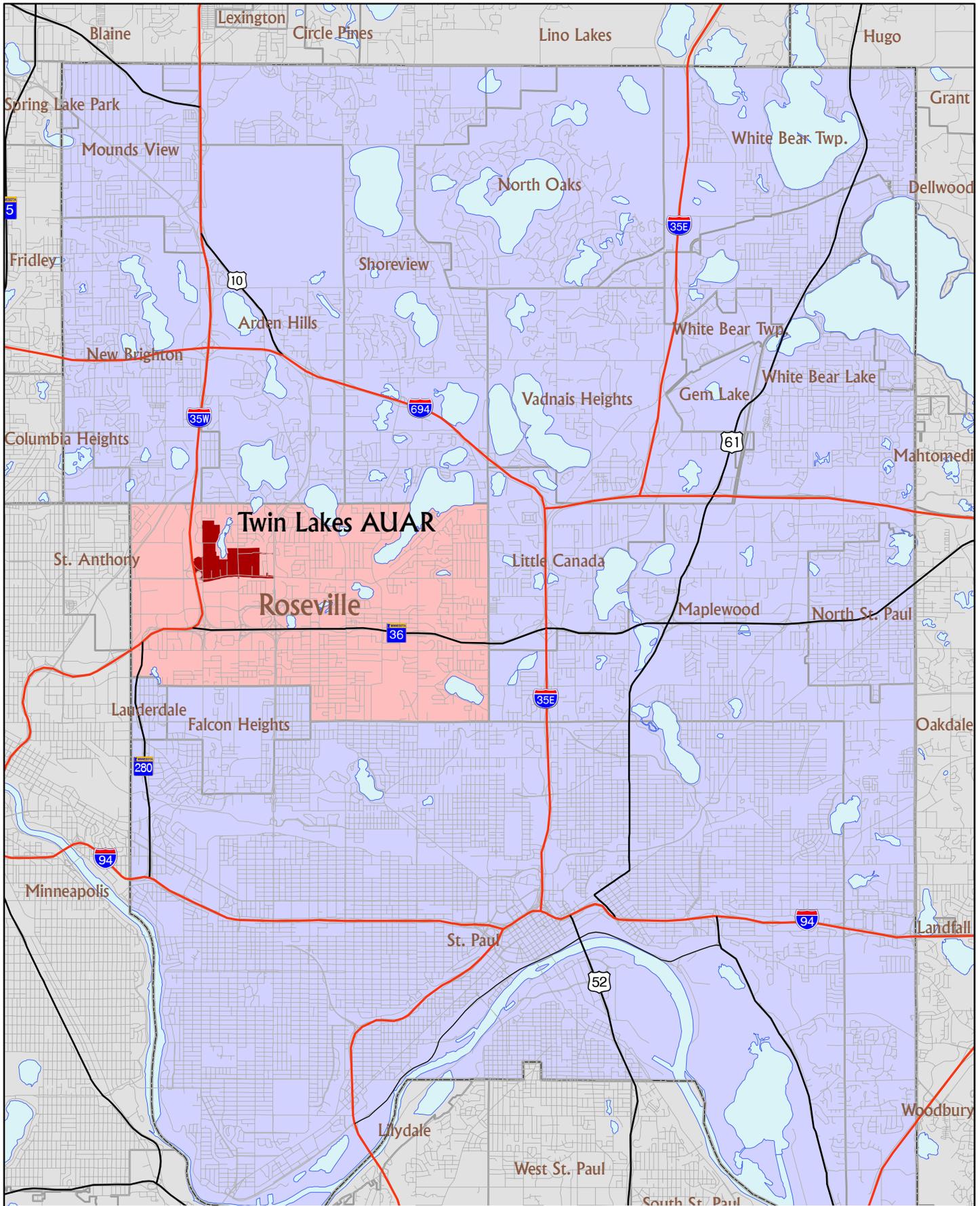
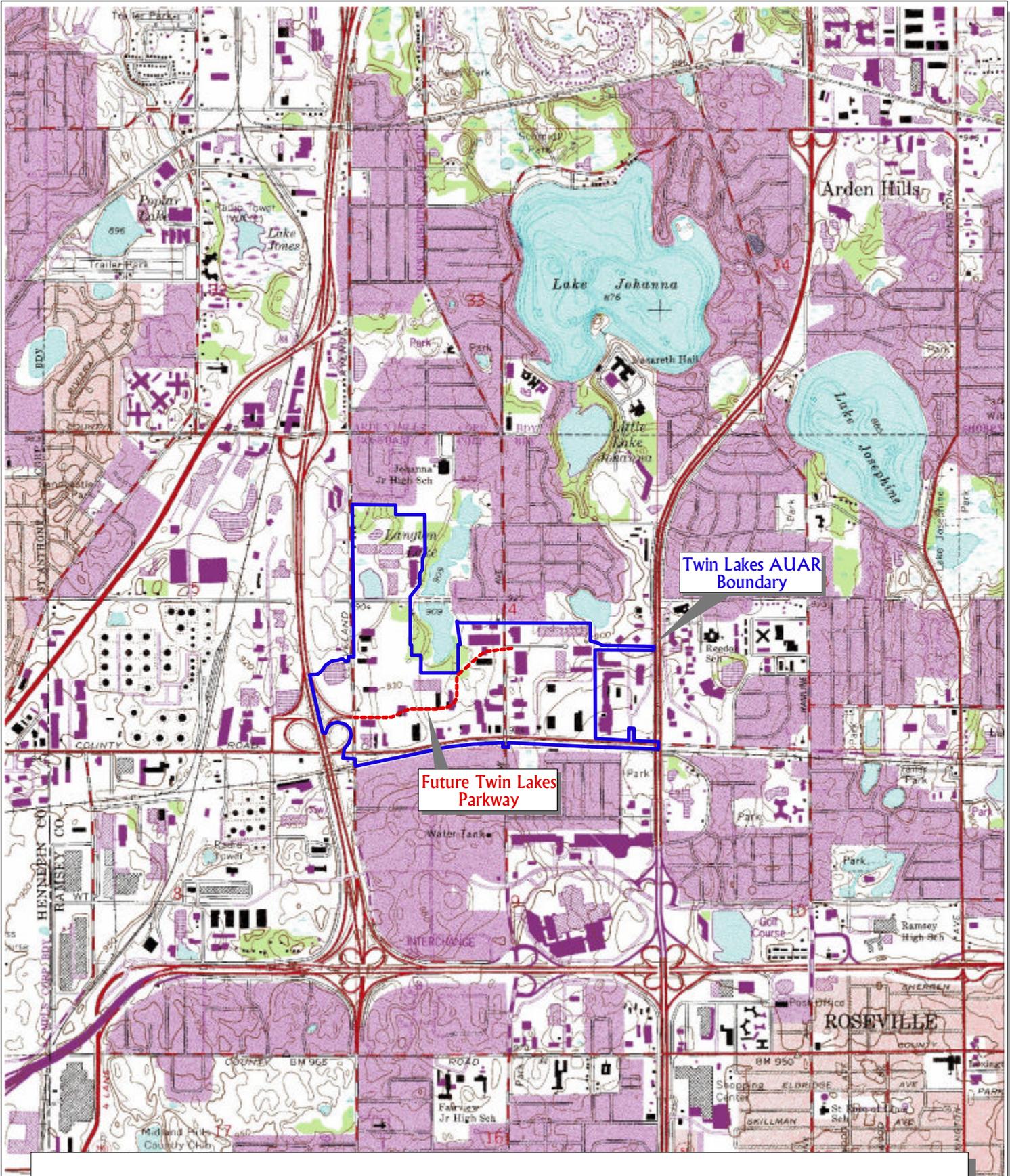


Appendix A
AUAR Figures



Twin Lakes AUAR Update

Figure 5.1: Ramsey County Location Map



Twin Lakes AUAR Update

Prepared by:
Community Development
November 2006

Project Location on USGS
7.5 minute, 1:24,000 map



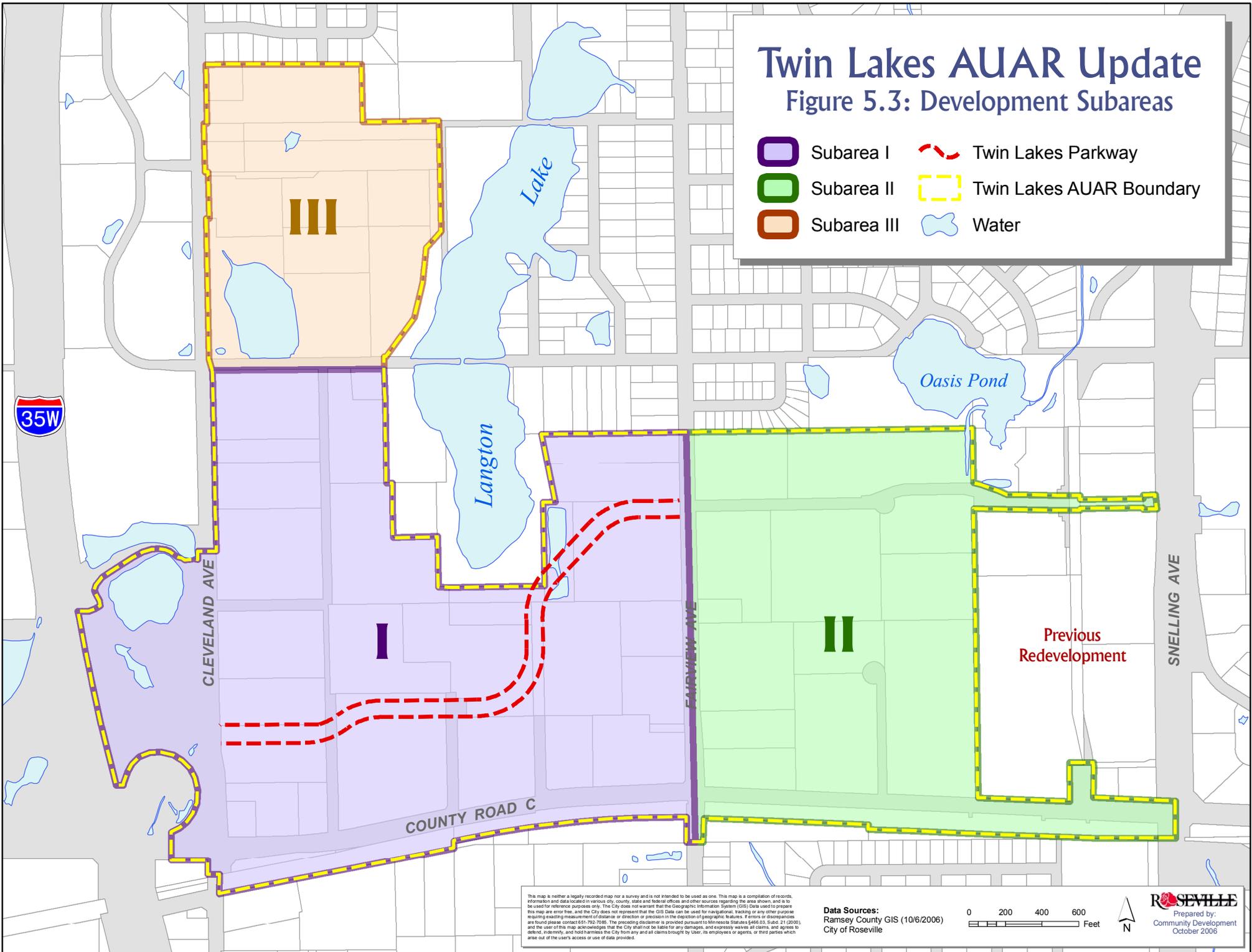
SOURCES:
 * USGS - 7.5 minute series quadrangle
 New Brighton MN 1967, Revised 1993
 * City of Roseville GIS

Figure 5.2

Twin Lakes AUAR Update

Figure 5.3: Development Subareas

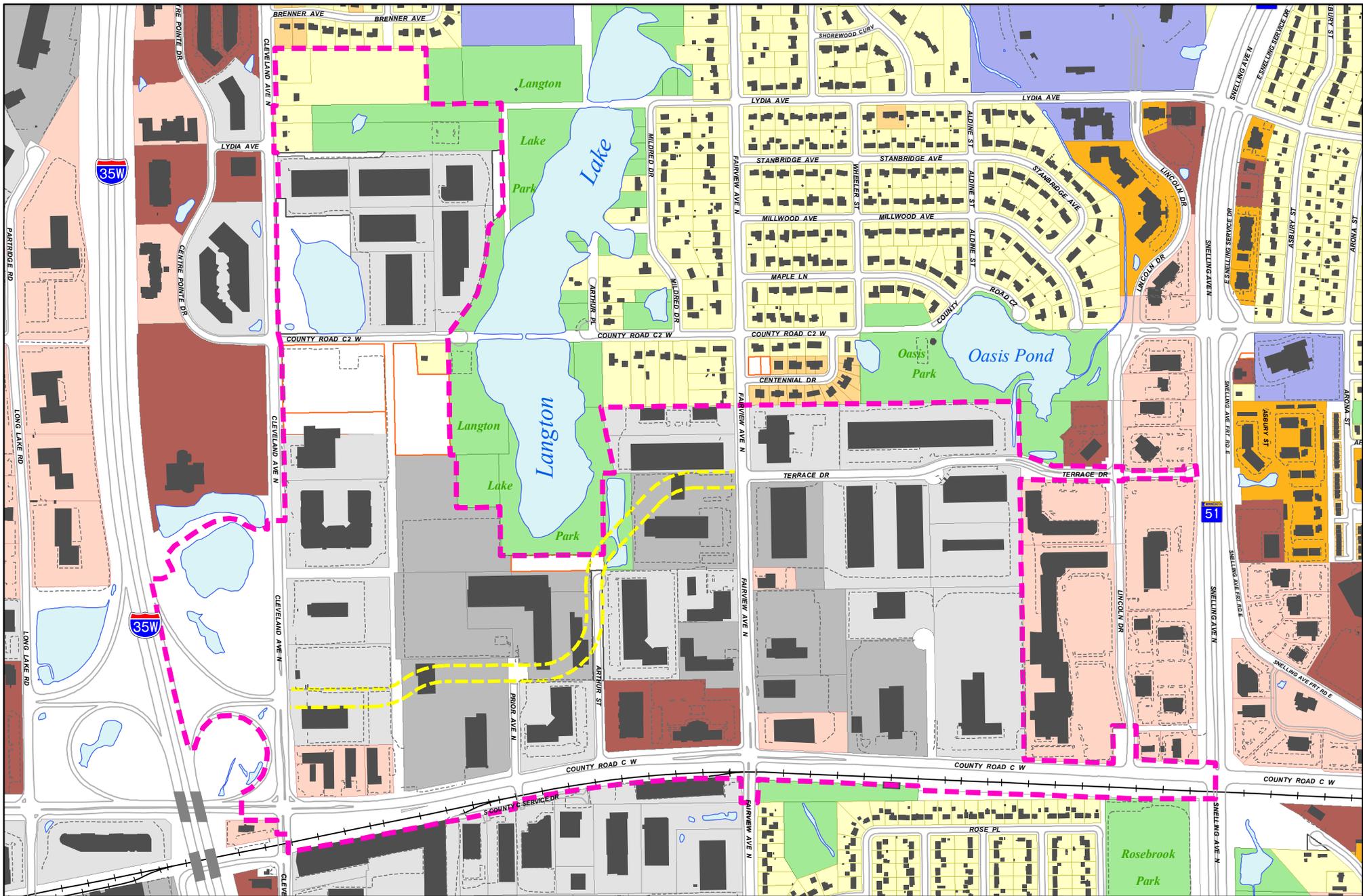
- Subarea I
- Subarea II
- Subarea III
- Twin Lakes Parkway
- Twin Lakes AUAR Boundary
- Water



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Data Sources:
 Ramsey County GIS (10/6/2006)
 City of Roseville

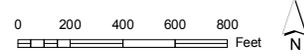




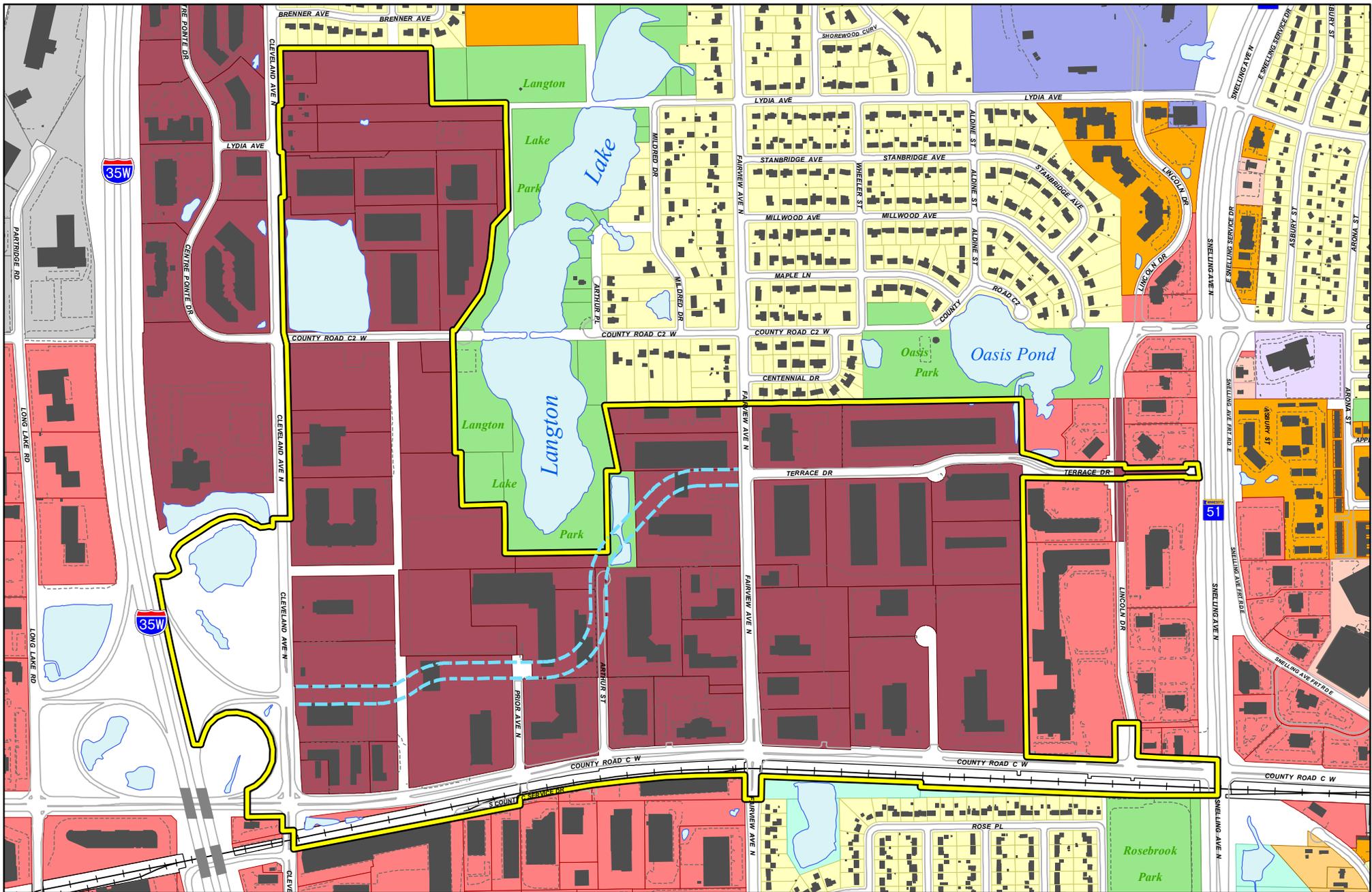
Twin Lakes AUAR Update

Figure 6.1: Existing Land Use

- | | | |
|------------------------|-------------------------------|--------------------------|
| Business/Retail | Multi Family | Twin Lakes AUAR Boundary |
| Office | Institutional | Twin Lakes Parkway |
| Heavy Industrial | Parks and Open Space | Railroad |
| Light Industrial | Right of Way/Utility/Railroad | Parking Areas |
| Single Family Detached | Vacant | Water |
| Single Family Attached | Vacant Developable | |



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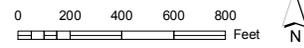


Twin Lakes AUAR Update

Figure 6.2: Comprehensive Plan

- B - Business
- BP - Business Park
- CH - Church
- GC - Golf Course
- HR - High Density Residential
- I - Industrial
- IN - Institutional
- LB - Limited Business
- LR - Low Density Residential
- MR - Medium Density Residential
- P - Park
- ROW/RR - Right of Way/Railroad
- SC - Shopping Center
- W - Water Ponding

- Twin Lakes AUAR Boundary
- Twin Lakes Parkway
- Railroad
- Water
- Parking Areas



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Twin Lakes AUAR Update

Fig. 10.1 Existing Landcover Map

Legend

AUAR Boundary

Land Cover

Land Cover	Total Acres
Mixed impervious & trees and/or lawn (<75% impervious)	36
Buildings and/or pavement (> 75-100% impervious)	183
Roads (acreage included with 75-100 % impervious category)	
Non-native Grassland with trees	20
Altered/non-native deciduous forest	8
Native forest or woodland	9
Wetland	12
Open water	8



K:\425\42508124\GIS November 7, 2006



I-35W

Low Quality Oak Forest

Moderate Quality Oak Forest

Moderate Quality Lowland Hardwood Forest

Langton Lake

Co Rd C2 West

Oasis Pond

Moderate Quality Oak Forest

Moderate Quality Lowland Hardwood Forest

Cleveland Ave

Fairview Ave

Snelling Ave

Co Rd C West

Fig. 10.2 Landcover Conversion

Legend

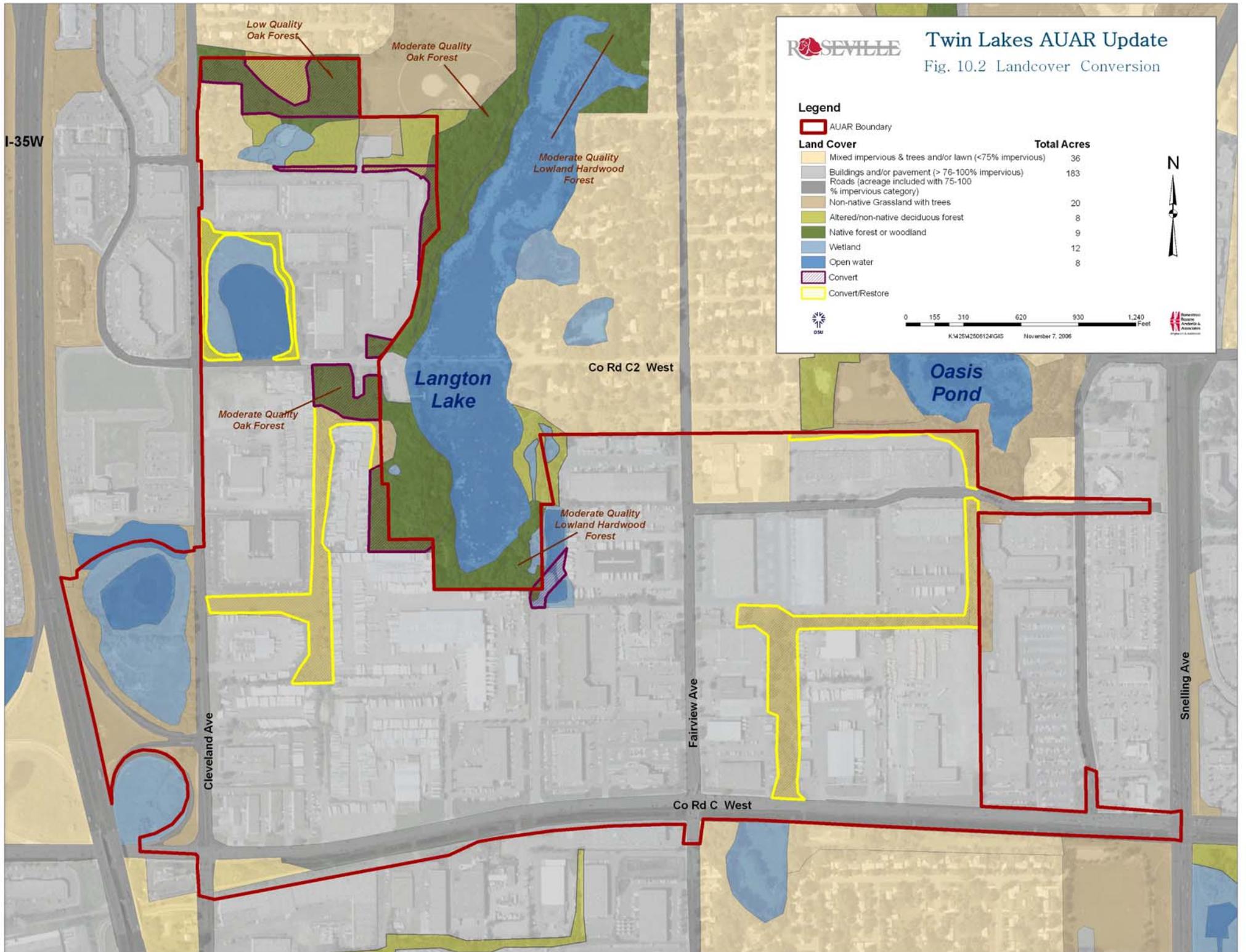
AUAR Boundary

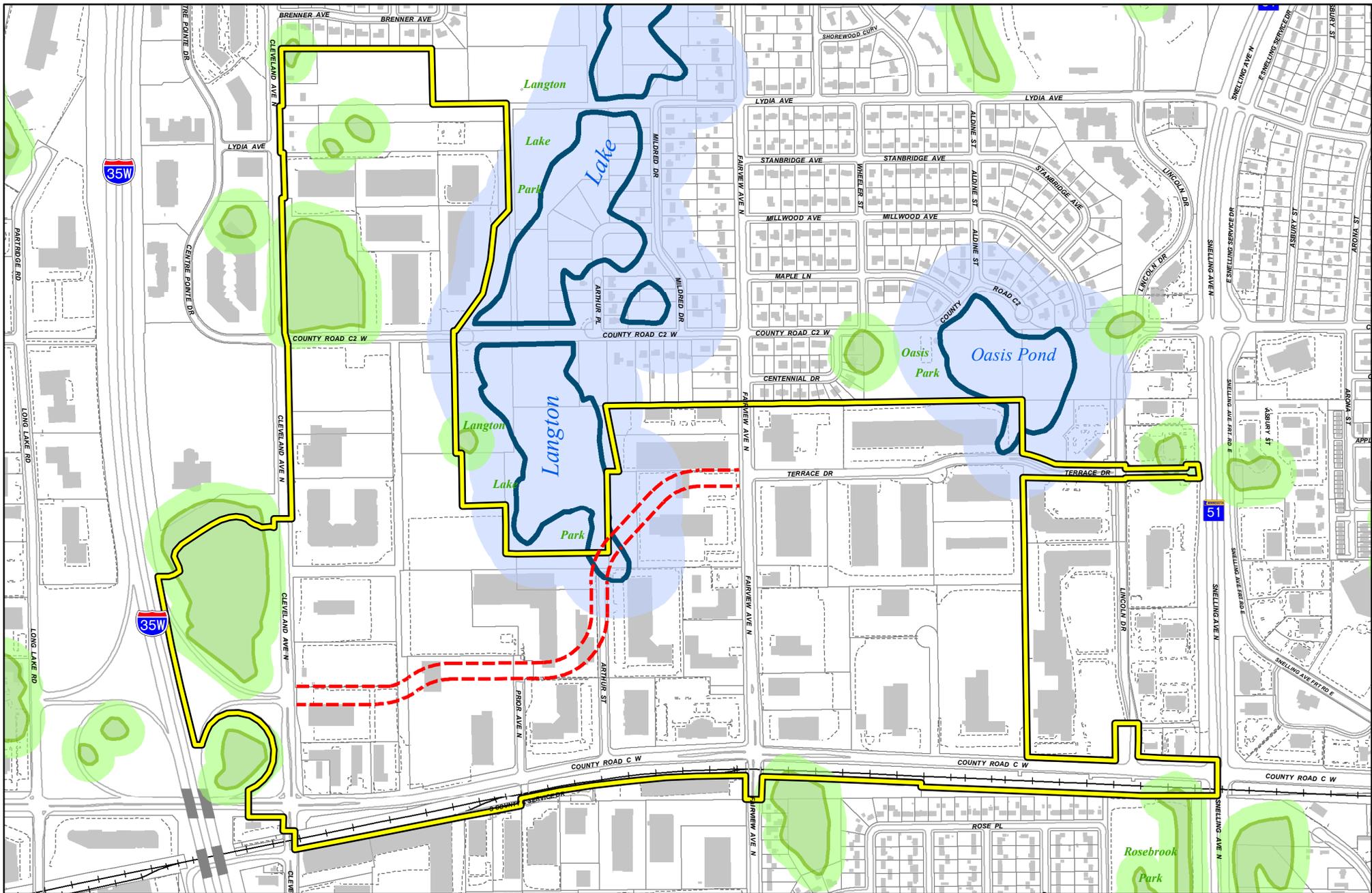
Land Cover

Land Cover	Total Acres
Mixed impervious & trees and/or lawn (<75% impervious)	36
Buildings and/or pavement (> 75-100% impervious)	183
Roads (acreage included with 75-100 % impervious category)	
Non-native Grassland with trees	20
Altered/non-native deciduous forest	8
Native forest or woodland	9
Wetland	12
Open water	8
Convert	
Convert/Restore	



K:\42542508124\GIS November 7, 2006

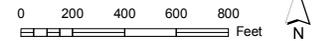




Twin Lakes AUAR Update

Figure 14.1: Water Management Overlay Districts

-  City Designated Shoreland
-  300 foot Shoreland Buffer
-  Public Waters and Wetlands
-  100 foot Public Waters and Wetlands Buffer
-  Twin Lakes AUAR Boundary
-  Twin Lakes Parkway
-  Railroad
-  Parking Areas



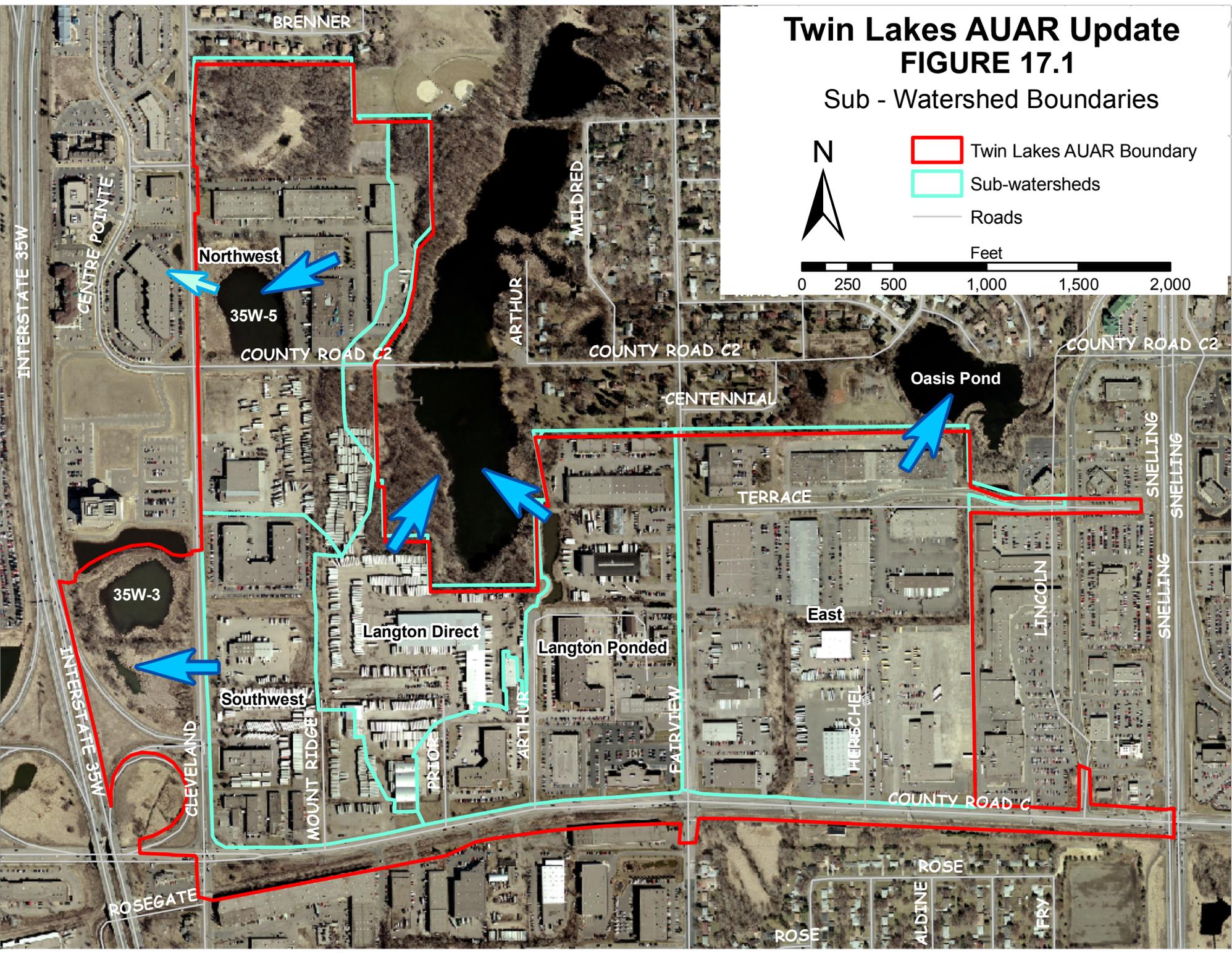
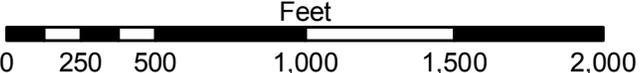
Twin Lakes AUAR Update

FIGURE 17.1

Sub - Watershed Boundaries



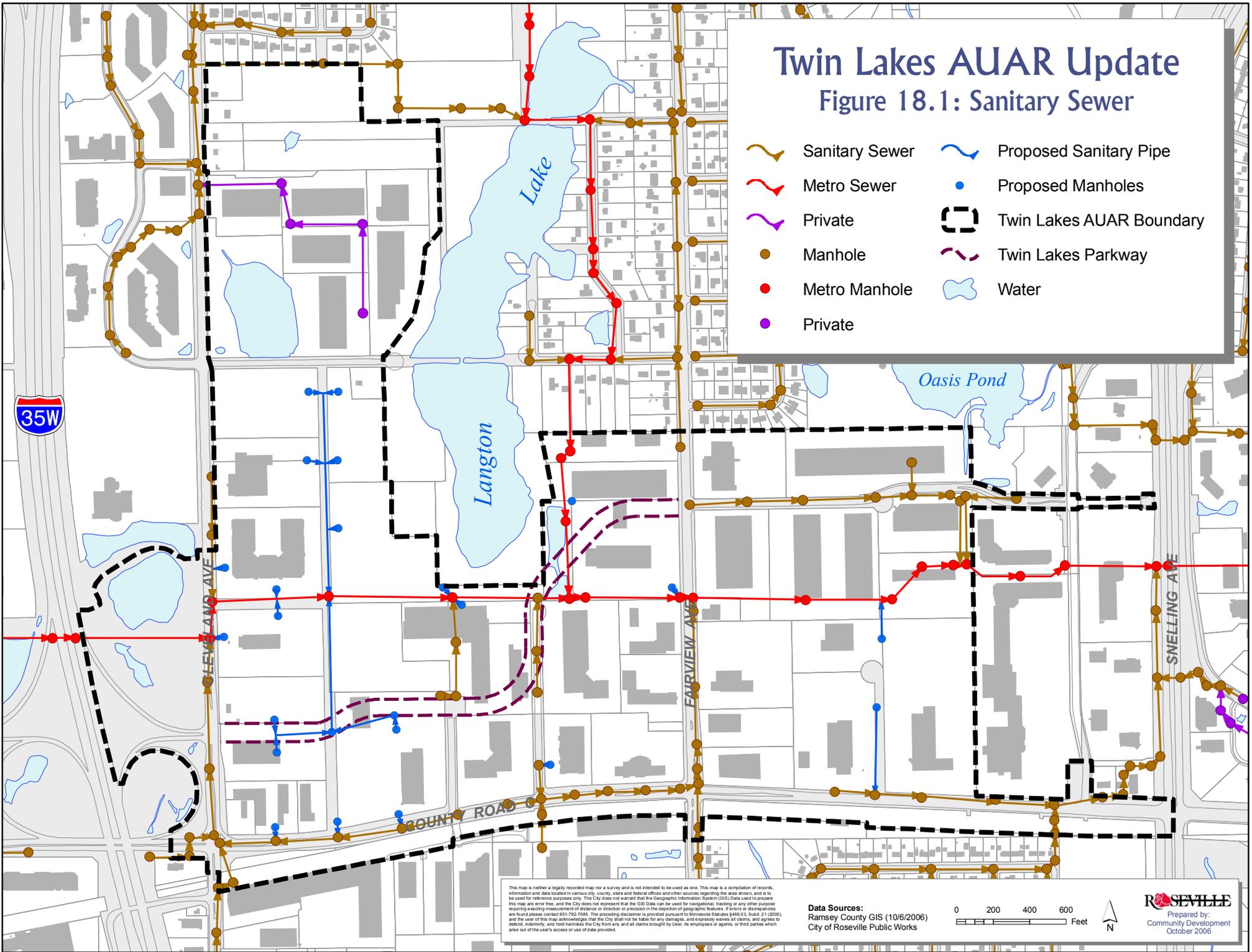
- Twin Lakes AUAR Boundary
- Sub-watersheds
- Roads



Twin Lakes AUAR Update

Figure 18.1: Sanitary Sewer

-  Sanitary Sewer
-  Metro Sewer
-  Private
-  Manhole
-  Metro Manhole
-  Private
-  Proposed Sanitary Pipe
-  Proposed Manholes
-  Twin Lakes AUAR Boundary
-  Twin Lakes Parkway
-  Water



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Data Sources:
 Ramsey County GIS (10/6/2006)
 City of Roseville Public Works

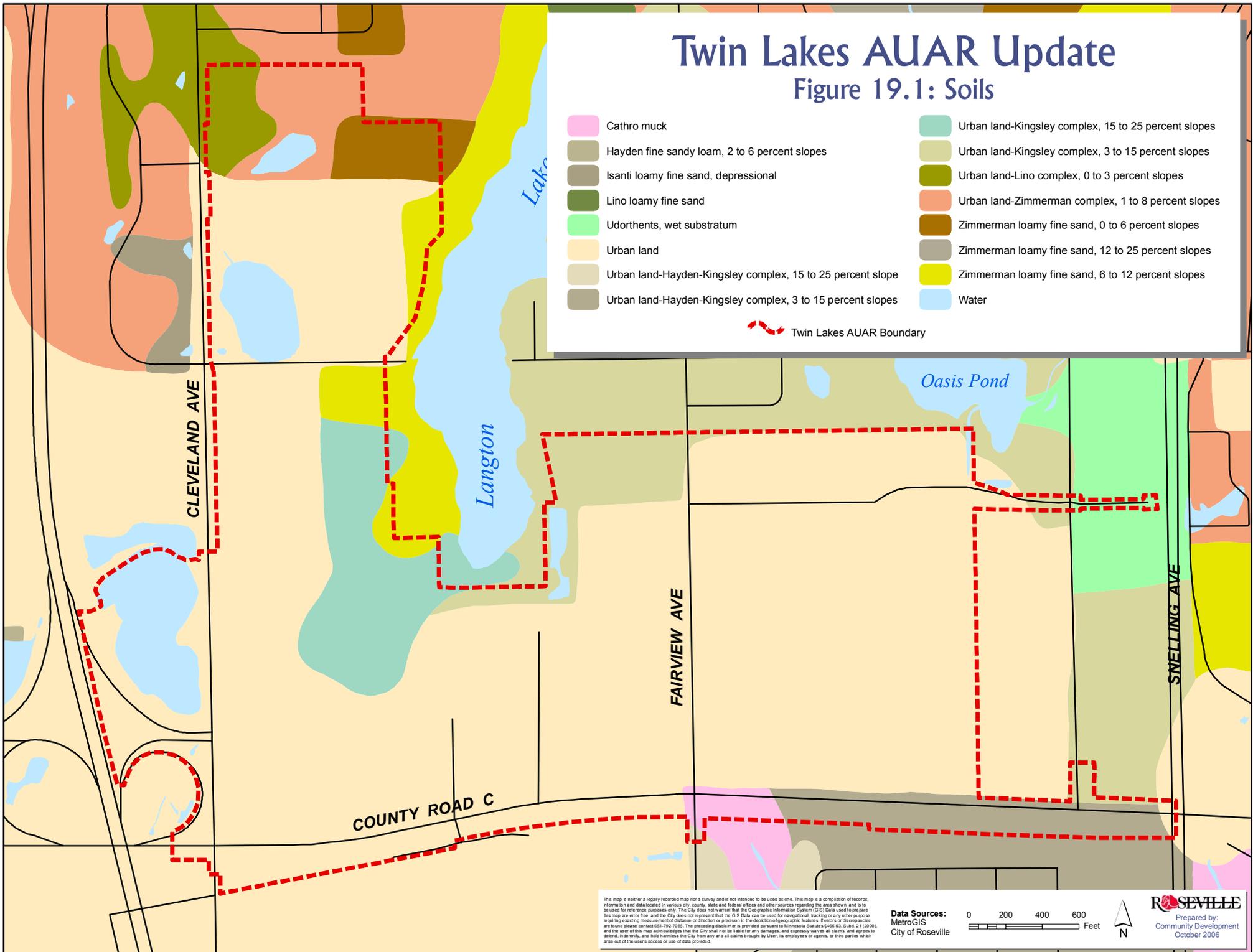


ROSEVILLE
 Prepared by:
 Community Development
 October 2006

Twin Lakes AUAR Update

Figure 19.1: Soils

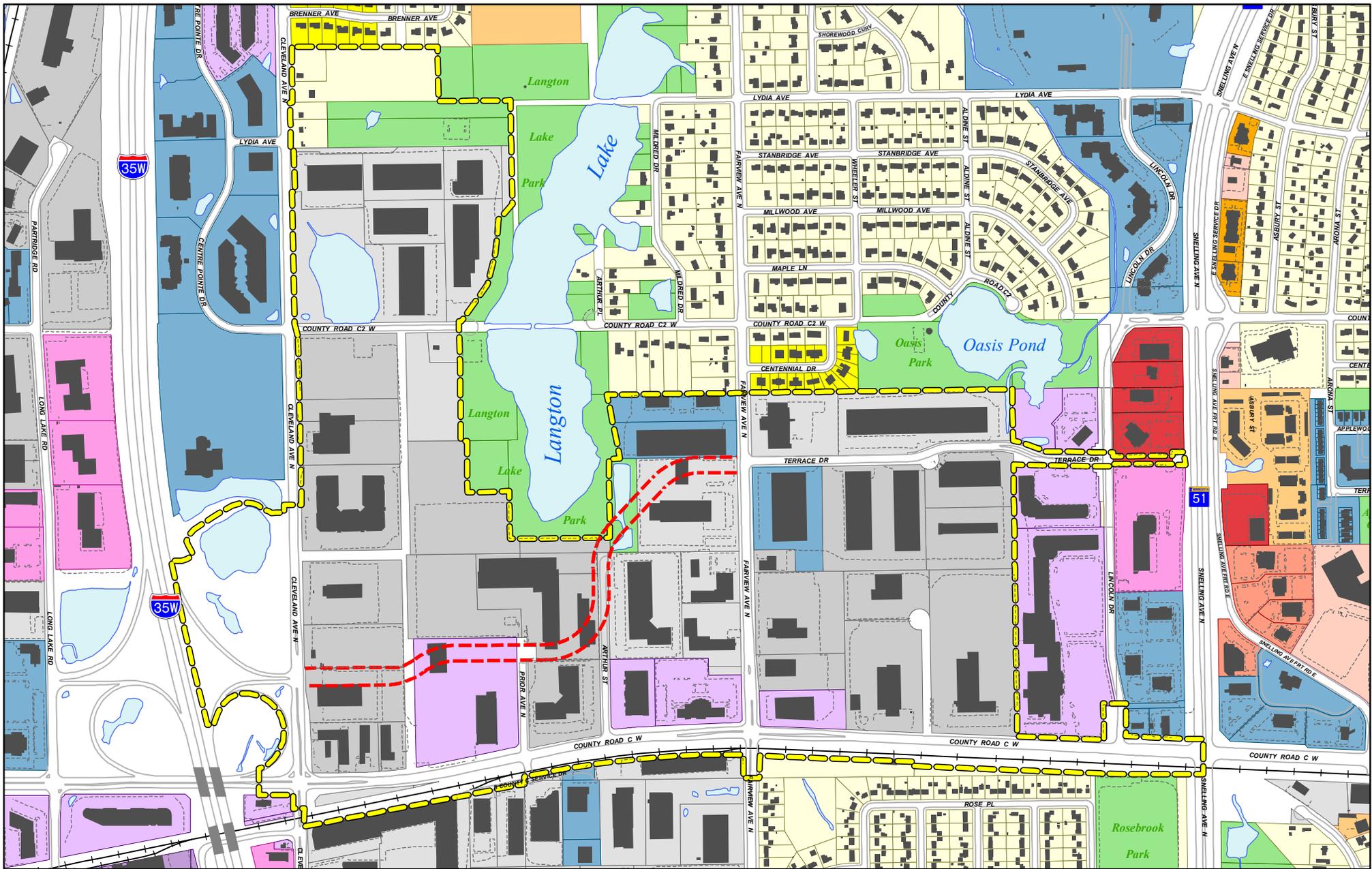
- | | | | |
|---|--|---|--|
|  | Cathro muck |  | Urban land-Kingsley complex, 15 to 25 percent slopes |
|  | Hayden fine sandy loam, 2 to 6 percent slopes |  | Urban land-Kingsley complex, 3 to 15 percent slopes |
|  | Isanti loamy fine sand, depressional |  | Urban land-Lino complex, 0 to 3 percent slopes |
|  | Lino loamy fine sand |  | Urban land-Zimmerman complex, 1 to 8 percent slopes |
|  | Udorthents, wet substratum |  | Zimmerman loamy fine sand, 0 to 6 percent slopes |
|  | Urban land |  | Zimmerman loamy fine sand, 12 to 25 percent slopes |
|  | Urban land-Hayden-Kingsley complex, 15 to 25 percent slope |  | Zimmerman loamy fine sand, 6 to 12 percent slopes |
|  | Urban land-Hayden-Kingsley complex, 3 to 15 percent slopes |  | Water |
-  Twin Lakes AUAR Boundary



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Data Sources:
MetroGIS
City of Roseville



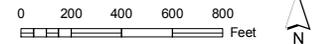


Twin Lakes AUAR Update

Figure 27.1: Zoning

- | | |
|-----------------------------------|--------------------------------|
| R1 - Single Family | B4 - Retail Office Service |
| R2 - Two Family | B6 - Office Park |
| R3 - General Residence | I1 - Light Industrial |
| R3A - Three to Twenty-Four Family | I2 - General Industrial |
| B1 - Limited Business | POS - Parks and Open Space |
| B1B - Limited Retail | PUD - Planned Unit Development |
| B2 - Retail Business | SC - Shopping Center |
| B3 - General Business | ROW/RR - Right of Way/Railroad |

- Twin Lakes AUAR Boundary
- Twin Lakes Parkway
- Railroad
- Parking Areas
- Water



Prepared by:
Community Development
November 2006

Data Sources:
Ramsey County GIS (10/6/2006)
City of Roseville

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Appendix B

**“Worst Case” Documentation Tables for Scenario A
2001 Twin Lakes Business Park Master Plan**

Scenario A - Comprehensive Plan

**ROSEVILLE TWIN LAKES
2001 TWIN LAKES MASTER PLAN LAND USE ALTERNATIVES**

Sub- Area	Block	Area Acres	Alternative Land Use	Portion	FAR or Density	Qty	Unit		
I	1	14.59	A	Office (Medical)	40%	0.75	190,662	sq ft	
				Office (Hi-Tech)	40%	0.75	190,662	sq ft	
				Multi-Family Housing	20%	10	29	units	
			B	Office (Medical)	40%	0.75	190,662	sq ft	
				Office (Hi-Tech)	40%	0.75	190,662	sq ft	
				Office (Neighborhood)	20%	0.15	19,066	sq ft	
			C	Office (Medical)	40%	0.75	190,662	sq ft	
				Office (Hi-Tech)	40%	0.75	190,662	sq ft	
				Office (Work/Live)	10%	0.30	19,066	sq ft	
				MF Housing (Work/Live)	10%	18	26	units	
				D	Office (Medical)	40%	0.75	190,662	sq ft
				Office (Hi-Tech)	40%	0.75	190,662	sq ft	
	Multi-Family Housing	20%	24	70	units				
I	2	21.03	A	Hospital	65%	0.75	300	beds	
				Office (Medical)	15%	0.75	103,058	sq ft	
				Multi-Family Housing	20%	10	42	units	
			B	Hospital	65%	0.75	300	beds	
				Office (Medical)	15%	0.75	103,058	sq ft	
				Office (Neighborhood)	20%	0.15	27,482	sq ft	
			C	Hospital	65%	0.75	300	beds	
				Office (Medical)	15%	0.75	103,058	sq ft	
				Office (Work/Live)	10%	0.30	27,482	sq ft	
				MF Housing (Work/Live)	10%	18	38	units	
				D	Hospital	65%	0.75	300	beds
				Office (Medical)	15%	0.75	103,058	sq ft	
				E	Hospital	65%	0.75	300	beds
				Office (Medical)	15%	0.75	103,058	sq ft	
				Multi-Family Housing	20%	24	101	units	
I	3	8.28	A	Office (Medical)	100%	0.75	270,508	sq ft	
I	4	14.36	A	Hotel*	36%	48.40	250	rooms	
				Fitness Center	60%	0.30	112,594	sq ft	
				Day Care	4%	0.40	10,008	sq ft	
			<i>* density unit is rooms/acre</i>						
	B	Service Mix ¹	100%	0.38	240,000	sq ft			
I	5	5.85	A	Office	100%	0.55	140,154	sq ft	
I	8	7.81	A	Multi-family Housing	100%	10	78	units	
			B	Office (Neighborhood)	100%	0.30	51,000	sq ft	
			C	Multi-Family Housing	100%	24	187	units	
			D	Office (Work/Live)	50%	0.15	51,000	sq ft	
	MF Housing (Work/Live)	50%	18	70	units				

Scenario A - Comprehensive Plan

**ROSEVILLE TWIN LAKES
2001 TWIN LAKES MASTER PLAN LAND USE ALTERNATIVES**

Sub-Block Area	Block	Area Acres	Alternative Land Use	Portion	Qty	Unit
II	6	8.16	A Office (Hi-Tech)	100%	0.40	142,180 sq ft
			B Service Mix ¹	100%	0.30	106,635 sq ft
II	7	20.79	A Office (Hi-Tech)	100%	0.40	362,245 sq ft
			B Service Mix ¹	100%	0.30	271,684 sq ft
II	9	21.94	A Office (Hi-Tech)	75%	0.40	286,712 sq ft
			Office	25%	0.55	131,410 sq ft
II	10	12.19	A Multi-Family Housing	100%	24	293 units
III	11	14.08	A Multi-Family Housing	100%	10	141 units
			III	12	21.19	A Office
	Multi-Family Housing	25%	10			53 units
			B Office	75%	0.55	380,753 sq ft
			Multi-Family Housing	25%	24	127 units
			C Office	75%	0.55	380,753 sq ft
			Office (Neighborhood)	25%	0.15	34,614 sq ft
			D Office	75%	0.55	380,753 sq ft
			Office (Work/Live)	13%	0.30	34,614 sq ft
			MF Housing (Work/Live)	13%	18	48 units

¹ Please note that Service Mix has been analyzed from a retail perspective as retail generates greater impacts than the other potential uses described within service mix, thus providing the "worst case" development scenario.

Under Scenario A, the maximum square footage of each use (office, service mix, or hospital) or the maximum number of residential units proposed in each block is show below

Scenario A - Project Magnitude (Max sq. ft/use/block)

Land Use	Subarea I						Subarea II				Subarea III	
	Block 1	Block 2	Block 3	Block 4	Block 5	Block 8	Block 6	Block 7	Block 9	Block 10	Block 11	Block 12
Office (ft ²)	400,390	130,540	270,508	-	140,154	51,000	142,180	362,245	418,122	-	-	415,366
Multifamily Residential (units)	70	101	-	-	-	187	-	-	-	293	141	127
Hospital (ft ²)	-	446,583	-	-	-	-	-	-	-	-	-	-
Service Mix ¹ (ft ²)	-	-	-	240,000	-	-	106,635	271,684	-	-	-	-

The cummulative totals for each block are consolidated into each of the three subareas. The following table is included in response to AUAR Item 7--Project magnitude data

Table 7.1 Scenario A - Project Magnitude Data

Use	Subarea I	Subarea II	Subarea III	Total
Office (ft ²)	992,592	922,547	415,366	2,330,505
Multifamily Residential (attached units)	358	293	268	919
Hospital (ft ²)	446,583	0	0	446,583
Service Mix ¹ (ft ²)	240,000	378,319	-	618,319

1. Please note that Service Mix has been analyzed as a retail use.

Scenario A
2001 Twin Lakes Business Park Development Alternatives
"Worst Case" Predicted Wastewater Flow

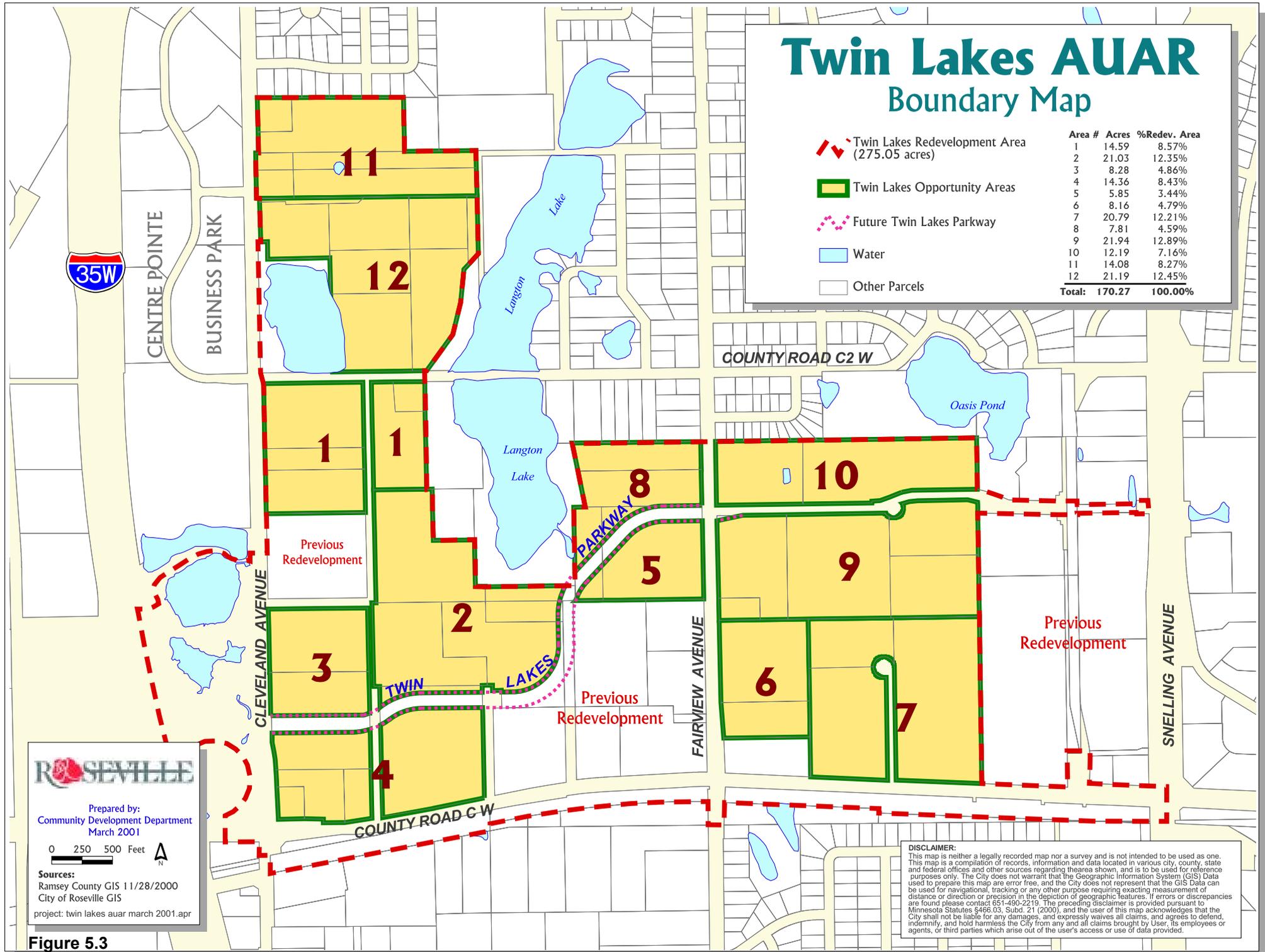
New Sub-Area	Block	Area Acres	Alternative Land Use	Portion	FAR or Density	Qty	Unit	SAC Rate	SAC Units	Wastewater gallons/day	Total gpd (per alternative)	Worse Case Scenario A						
I	1	14.59	A Office (Medical)	40%	0.75	190,662	sq ft	1:2,400 s.f.	79	21767.26	51,480.52							
			Office (Hi-Tech)	40%	0.75	190,662	sq ft	1:2,400 s.f.	79	21767.26								
			Multi-Family Housing	20%	10	29	units	1:1 unit	29	7946.00								
			B Office (Medical)	40%	0.75	190,662	sq ft	1:2,400 s.f.	79	21767.26								
			Office (Hi-Tech)	40%	0.75	190,662	sq ft	1:2,400 s.f.	79	21767.26								
			Office (Neighborhood)	20%	0.15	19,066	sq ft	1:2,400 s.f.	8	2176.73			45,711.24					
			C Office (Medical)	40%	0.75	190,662	sq ft	1:2,400 s.f.	79	21767.26								
			Office (Hi-Tech)	40%	0.75	190,662	sq ft	1:2,400 s.f.	79	21767.26								
			Office (Work/Live)	10%	0.30	19,066	sq ft	1:2,400 s.f.	8	2176.73								
			MF Housing (Work/Live)	10%	18	26	units	1:1 unit	26	7124.00			52,835.24					
			D Office (Medical)	40%	0.75	190,662	sq ft	1:2,400 s.f.	79	21767.26								
			Office (Hi-Tech)	40%	0.75	190,662	sq ft	1:2,400 s.f.	79	21767.26								
Multi-Family Housing	20%	24	70	units	1:1 unit	70	19180.00	62,714.52	62,714.52									
I	2	21.03	A Hospital	65%	0.75	300	beds	1:1 bed	300	82200.00	105,473.73							
			Office (Medical)	15%	0.75	103,058	sq ft	1:2,400 s.f.	43	11765.73								
			Multi-Family Housing	20%	10	42	units	1:1 unit	42	11508.00								
			B Hospital	65%	0.75	300	beds	1:1 bed	300	82200.00								
			Office (Medical)	15%	0.75	103,058	sq ft	1:2,400 s.f.	43	11765.73								
			Office (Neighborhood)	20%	0.15	27,482	sq ft	1:2,400 s.f.	11	3137.53			97,103.26					
			C Hospital	65%	0.75	300	beds	1:1 bed	300	82200.00								
			Office (Medical)	15%	0.75	103,058	sq ft	1:2,400 s.f.	43	11765.73								
			Office (Work/Live)	10%	0.30	27,482	sq ft	1:2,400 s.f.	11	3137.53								
			MF Housing (Work/Live)	10%	18	38	units	1:1 unit	38	10412.00			107,515.26					
			D Hospital	65%	0.75	300	beds	1:1 bed	300	82200.00								
			Office (Medical)	15%	0.75	103,058	sq ft	1:2,400 s.f.	43	11765.73			93,965.73					
			E Hospital	65%	0.75	300	beds	1:1 bed	300	82200.00								
			Office (Medical)	15%	0.75	103,058	sq ft	1:2,400 s.f.	43	11765.73								
			Multi-Family Housing	20%	24	101	units	1:1 unit	101	27674.00			121,639.73	121,639.73				
			I	3	8.28	A Office (Medical)	100%	0.75	270,508	sq ft			1:2,400 s.f.	113	30882.95	30,882.95	30,882.95	
			I	4	14.36	A Hotel*	36%	48.40	250	rooms			1:2 rooms	125	34278.58	45,476.25	45,476.25	
						Fitness Center	60%	0.30	112,594	sq ft			1:3000 s.f.	38	10283.58			
Day Care	4%	0.40				10,008	sq ft	1:3000 s.f.	3	914.10								
* density unit is rooms/acre																		
B Service Mix ¹	100%	0.38				240,000	sq ft	1:3,000 s.f.	80	21920.00	21,920.00							
I	5	5.85	A Office	100%	0.55	140,154	sq ft	1:2,400 s.f.	58	16000.95	16,000.95	16,000.95						
I	8	7.81	A Multi-family Housing	100%	10	78	units	1:1 unit	78	21372.00	21,372.00							
			B Office (Neighborhood)	100%	0.30	51,000	sq ft	1:2,400 s.f.	21	5822.50	5,822.50							
			C Multi-Family Housing	100%	24	187	units	1:1 unit	187	51238.00	51,238.00	51,238.00						
			D Office (Work/Live)	50%	0.15	51,000	sq ft	1:2,400 s.f.	21.25	5822.50								
MF Housing (Work/Live)	50%	18	70	units	1:1 unit	70	19180.00	25,002.50										
Subarea I - Scenario A - "Worse Case" Wastewater Generation											327,952.40							
II	6	8.16	A Office (Hi-Tech)	100%	0.40	142,180	sq ft	1:2,400 s.f.	59	16232.20	16,232.20	16,232.20						
			B Service Mix ¹	100%	0.30	106,635	sq ft	1:3,000 s.f.	36	9739.32	9,739.32							
			II	7	20.79	A Office (Hi-Tech)	100%	0.40	362,245	sq ft	1:2,400 s.f.	151	41356.30	41,356.30	41,356.30			
						B Service Mix ¹	100%	0.30	271,684	sq ft	1:3,000 s.f.	91	24813.78	24,813.78				
			II	9	21.94	A Office (Hi-Tech)	75%	0.40	286,712	sq ft	1:2,400 s.f.	119	32732.94	47,735.54	47,735.54			
						Office	25%	0.55	131,410	sq ft	1:2,400 s.f.	55	15002.60					
			II	10	12.19	A Multi-Family Housing	100%	24	293	units	1:1 unit	293	80282.00	80,282.00	80,282.00			
			Subarea II - Scenario A - "Worse Case" Wastewater Generation											185,606.04				
			III	11	14.08	A Multi-Family Housing	100%	10	141	units	1:1 unit	141	38634.00	38,634.00	38,634.00			
						III	12	21.19	A Office	75%	0.55	380,753	sq ft	1:2,400 s.f.	159	43469.25	57,991.25	
									Multi-Family Housing	25%	10	53	units	1:1 unit	53	14522.00		
						B Office	75%	0.55	380,753	sq ft	1:2,400 s.f.	159	43469.25	78,267.25	78,267.25			
						Multi-Family Housing	25%	24	127	units	1:1 unit	127	34798.00					
						C Office	75%	0.55	380,753	sq ft	1:2,400 s.f.	159	43469.25	47,421.00				
						Office (Neighborhood)	25%	0.15	34,614	sq ft	1:2,400 s.f.	14	3951.75					
						D Office	75%	0.55	380,753	sq ft	1:2,400 s.f.	159	43469.25	60,573.00				
						Office (Work/Live)	13%	0.30	34,614	sq ft	1:2,400 s.f.	14	3951.75					
						MF Housing (Work/Live)	13%	18	48	units	1:1 unit	48	13152.00					
Subarea III - Scenario A - "Worse Case" Wastewater Generation											116,901.25							
AUAR Area Total											630,459.69							

1 Please note that Service Mix has been analyzed from a retail use level.

Twin Lakes AUAR Boundary Map

-  Twin Lakes Redevelopment Area (275.05 acres)
-  Twin Lakes Opportunity Areas
-  Future Twin Lakes Parkway
-  Water
-  Other Parcels

Area #	Acres	%Redev. Area
1	14.59	8.57%
2	21.03	12.35%
3	8.28	4.86%
4	14.36	8.43%
5	5.85	3.44%
6	8.16	4.79%
7	20.79	12.21%
8	7.81	4.59%
9	21.94	12.89%
10	12.19	7.16%
11	14.08	8.27%
12	21.19	12.45%
Total:	170.27	100.00%



Prepared by:
Community Development Department
March 2001

Sources:
Ramsey County GIS 11/28/2000
City of Roseville GIS
project: twin lakes auar march 2001.apr

Figure 5.3

DISCLAIMER:
This map is neither a legally recorded map nor a survey and is not intended to be used as one. This map is a compilation of records, information and data located in various city, county, state and federal offices and other sources regarding the area shown, and is to be used for reference purposes only. The City does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and the City does not represent that the GIS Data can be used for navigational, tracking or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. If errors or discrepancies are found please contact 651-490-2219. The preceding disclaimer is provided pursuant to Minnesota Statutes §466.03, Subd. 21 (2000), and the user of this map acknowledges that the City shall not be liable for any damages, and expressly waives all claims, and agrees to defend, indemnify, and hold harmless the City from any and all claims brought by User, its employees or agents, or third parties which arise out of the user's access or use of data provided.

Appendix C

**Letter Dated November 1, 2006, from the Minnesota DNR
Natural Heritage and Non-Game Research Program**



Minnesota Department of Natural Resources

Natural Heritage and Nongame Research Program, Box 25
500 Lafayette Road

St. Paul, Minnesota 55155-4000

Phone: (651) 259-5107 Fax: (651) 296-1811 E-mail: sarah.hoffmann@dnr.state.mn.us

November 1, 2006

Mr. James Radel
City of Roseville
2660 Civic Center Drive
Roseville, MN 54113

Re: Request for Natural Heritage information for vicinity of proposed Twin Lakes AUAR,
T29N R23W Sections 4, 5, 8, & 9, Ramsey County
NHNRP Contact #: ERDB 20010827-0004

Dear Mr. Radel,

The Minnesota Natural Heritage database has been reviewed to determine if any rare plant or animal species or other significant natural features are known to occur within an approximate one-mile radius of the area indicated on the map enclosed with your information request. Based on this review, there is 1 known occurrence of a rare species in the area searched (for details, please see the enclosed database printouts and the explanation of selected fields. However, based on the nature and location of the proposed project I do not believe it will affect this rare feature.

The Natural Heritage database is maintained by the Natural Heritage and Nongame Research Program, a unit within the Division of Ecological Services, Department of Natural Resources. It is continually updated as new information becomes available, and is the most complete source of data on Minnesota's rare or otherwise significant species, native plant communities, and other natural features. Its purpose is to foster better understanding and protection of these features.

Because our information is not based on a comprehensive inventory, there may be rare or otherwise significant natural features in the state that are not represented in the database. A county-by-county survey of rare natural features is now underway, and has been completed for Ramsey County. Our information about native plant communities is, therefore, quite thorough for that county. However, because survey work for rare plants and animals is less exhaustive, and because there has not been an on-site survey of all areas of the county, ecologically significant features for which we have no records may exist on the project area.

The enclosed results of the database search are provided in two formats: short record report and long record report. To control the release of locational information, which might result in the damage or destruction of a rare element, both printout formats are copyrighted.

The short record report provides rare feature locations only to the nearest section, and may be reprinted, unaltered, in an Environmental Assessment Worksheet, municipal natural resource plan, or report compiled by your company for the project listed above. If you wish to reproduce the short record report for any other purpose, please contact me to request written permission. **The long record report includes more detailed locational information, and is for your personal use only. If you wish to reprint the long record report for any purpose, please contact me to request written permission.**

Please be aware that review by the Natural Heritage and Nongame Research Program focuses only on *rare natural features*. It does not constitute review or approval by the Department of Natural Resources as a whole. If you require further information on the environmental review process for other natural resource-

DNR Information: 651-296-6157 • 1-888-646-6367 • TTY: 651-296-5484 • 1-800-657-3929

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related issues, you may contact your Regional Environmental Assessment Ecologist, Wayne Barstad, at (651) 772-7940. Thank you for consulting us on this matter, and for your interest in preserving Minnesota's rare natural resources.

Sincerely,

A handwritten signature in black ink that reads "Lisa Joyal". The signature is written in a cursive, flowing style.

Lisa A. Joyal
Endangered Species Environmental Review Technician

encl: Database search results
Rare Feature Database Print-Outs: An Explanation of Fields

Minnesota Natural Heritage & Nongame Research Program
 Short Record Report of Element Occurrences within 1 mile radius of:
 Twin Lakes AUAR
 T29N R23W Sections 4, 5, 8, & 9
 Ramsey County

Element Name and Occurrence Number	Federal Status	MN Status	State Rank	Global Rank	Last Observed Date
------------------------------------	----------------	-----------	------------	-------------	--------------------

Ramsey County, MN

Paradamoetas fontana (A Jumping Spider) #5

Location Description: T29N R23W S15, T29N R23W S9, T29N R23W S16, T29N R23W S10

GNR 1967-06-25

Records Printed = 1

Appendix D

Bibliography of Environmental Studies/Reports

Bibliography of Environmental Reports/Studies

The Twin Lakes AUAR area has undergone significant environmental assessment and remedial planning activities. The following is a list of site assessment reports and cleanup studies. A brief summary of these documents follow. (The reader is referred to the Minnesota Pollution Control Agency for detailed information regarding historical hazardous waste and contaminated site issues.)

1. Known Environmental Site Assessments (ESA's) for Twin Lakes AUAR area:

- B.A. Liesch Associates, Inc., September, 1991, Phase I Environmental Site Assessment, Twin Lakes Development, 1853, 1871, and 1875 West Co. Rd. C

Summary of Issues: Potentially PCB-containing items: abandoned wells; one UST; hazardous waste generators; and stained areas of asphalt and soil.

- B.A. Liesch Associates, Inc., January 1992, Phase II Environmental Site Assessment, Twin Lakes Development, 1853 and 1871 West Co. Rd. C

Summary of Issues: UST release at the Hyman freight facility; contaminated soils.

- Phase II Environmental Site Assessment, Twin Lakes Development, 1875 West Co. Rd. C, BA. Liesch Associates, Inc. January 1992

Summary of Issues: UST; unmarked drums stored with unknown contents.

- B.A. Liesch Associates, Inc., July 1993, Phase I Environmental Site Assessment, Twin Lakes Development, 1905 West Co. Rd. C,

Summary of Issues: Potential PCB-containing items: abandoned wells; inactive septic system; hazardous waste generation on the property; former sandblasting sites; cracked sewer line; and leaking UST sites.

- B.A. Liesch Associates, Inc., September 1993, Phase I Environmental Site Assessment, Twin Lakes Medical Center Site Development, 1843 West Co. Rd. C

Summary of Issues: Hazardous waste and chemicals (ink); potential asbestos containing materials, PCB containing materials; fluorescent lighting ballasts and tubes; and water well on property.

- DPRA, July, 2000, Phase I Environmental Site Assessment, Twin Lakes Parkway Corridor, Segment I, Roseville, MN

- DPRA, April, 26, 2001, Phase II Investigation, Segment I, Proposed Twin Lakes Parkway Corridor, Roseville, MN

- DPRA, April, 26, 2001, Phase II Investigation, Segment III, Proposed Twin Lakes Parkway Corridor, Roseville, MN
- DRPA, July 2002, Limited Environmental Site Assessment Report, Twin Lakes Opportunity Areas, Roseville, MN, DPRA No. 5781.0003.0001.

Summary of Issues: Report identifies is a cursory investigation of potential environmental issues for parcels within the twelve identified “opportunity” areas within the Twin Lakes area.

- AET, July 25, 2002, Report of Preliminary Subsurface Exploration and Geotechnical Review, Regor Site, 1947 County Road C, Roseville, MN, AET No. 20-02414. Unpublished report submitted to Minnesota Pollution Control Agency.
- AET, August 14, 2002, Phase II Environmental Site Assessment, 1947 West County Road C, Roseville, MN, AET No. 03-01355ii. Unpublished report submitted to Minnesota Pollution Control Agency.
- AET, September 24, 2002, Phase I Environmental Site Assessment, 2680-90 Prior Avenue North, Roseville, MN, AET No. 03-01391. Unpublished report submitted to Minnesota Pollution Control Agency.
- AET, October 21, 2002, Report of Preliminary Subsurface Exploration and Geotechnical Review, PIK Terminal Site, Roseville, MN, AET No. 20-02549. Unpublished report submitted to Minnesota Pollution Control Agency.
- AET, October 31, 2002, Phase I Environmental Site Assessment, Cummins North Central, Inc., 2690 Cleveland Avenue North, Roseville, MN, AET No. 03-01486. Unpublished report submitted to Minnesota Pollution Control Agency.
- DPRA, January 21, 2003, Phase I Environmental Site Assessment, Segment II; Mount Ridge Road – Prior Avenue, Roseville, MN
- AET, January 30, 2003, Phase I Environmental Site Assessment, Site at 2001, 2019-15, 2031-35 County Road C West and 2660 Cleveland Avenue North, Roseville, MN, AET No. 03-01598. Unpublished report submitted to Minnesota Pollution Control Agency.
- AET, January 30, 2003, Phase I Environmental Site Assessment, W, Phase I ESA. Site at 2650 Cleveland Avenue N, Roseville, MN, AET No. 03-01598.W. Unpublished report submitted to Minnesota Pollution Control Agency.
- AET, April, 14, 2003, Phase II Environmental Site Assessment, PIK Terminal, Roseville, MN, AET No. 03-01578.ii. Unpublished report submitted to Minnesota Pollution Control Agency.

- AET, June 26, 2003, Additional Environmental Assessment, PIK Terminal, Roseville, MN, AET No. 03-01578TPii. Unpublished report submitted to Minnesota Pollution Control Agency.
- DPRA, August, 2003, Groundwater Evaluation Report, Twin Lakes Redevelopment Area, Roseville, MN

Summary of Issues: Volatile organic compounds (VOCs) and diesel range organics (DRO) are present in the glacial aquifer in the Twin Lakes area. The concentration of trichloroethylene (TCE) in two glacial monitoring wells exceed the Minnesota Department of Health's Health Risk Limit. The presence of TCE is not prevalent throughout the area; however the presence of DRO is somewhat ubiquitous and corresponds to the historic petroleum releases documented within the area.

- AET, August 11, 2003, Phase I Environmental Site Assessment, 2700 Cleveland Avenue N, AET No. 03-01578.2700. Unpublished report submitted to Minnesota Pollution Control Agency.
- AET, August 11, 2003, Phase I Environmental Site Assessment, 2750 Cleveland Avenue N, AET No. 03-01578.2750. Unpublished report submitted to Minnesota Pollution Control Agency.
- AET, August 11, 2003, Phase I Environmental Site Assessment, 1984 County Road C2 West, AET No. 03-01578.1984. Unpublished report submitted to Minnesota Pollution Control Agency.
- AET, August 11, 2003, Phase I Environmental Site Assessment, 2785 Fairview Avenue, AET No. 03-01578.2785. Unpublished report submitted to Minnesota Pollution Control Agency.
- DPRA, August, 2004, Supplemental Groundwater Evaluation Report, Twin Lakes Redevelopment Area, Roseville, MN

Summary of Issues: VOCs were detected in the groundwater, including; dichloroethene, toluene, trichloroethane, trichloroethene, trichlorofluoromethane as well as diesel range organics.

- AET, August 17, 2004, Report of Geotechnical Exploration & Review, PIK Terminal Site, Roseville, MN, AET No. 20-04403. Unpublished report submitted to Minnesota Pollution Control Agency.
- AET, August 24, 2004, Phase II Environmental Site Assessment, PIK Terminal, Roseville, MN, AET No. 03-01962ii. Unpublished report submitted to Minnesota Pollution Control Agency.

- AET, May 25, 2005, Phase I Environmental Site Assessment, 2814 Cleveland Avenue North, Roseville, MN. AET No. 03-01578.2814. Unpublished report submitted to Minnesota Pollution Control Agency.
- AET, June 9, 2005, Phase II Investigation Work Plan, AET No. 03-01962. Unpublished report submitted to Minnesota Pollution Control Agency.
- AET, August 15, 2005, Addendum to Work Plan, AET No. 03-01962. Unpublished report submitted to Minnesota Pollution Control Agency.
- AET, September 16, 2005, Report of Phase II Environmental Site Assessment, AET No. 03-01962 Volume I and II. Unpublished report submitted to Minnesota Pollution Control Agency.
- AET, October 18, 2005, Report of Environmental Sampling and Analysis, Langton Lake and Adjacent Stormwater Pond, AET No. 03-01962. Unpublished report submitted to Minnesota Pollution Control Agency.
- Braun Intertec Corporation, May 30, 2006, Hazardous Building materials Inspection Report—Old Dominion Site (2750 Cleveland Avenue North), Project BL-05-05990.A. Unpublished report.
- Braun Intertec Corporation, May 30, 2006, Phase I Environmental Site Assessment Report—Old Dominion Site (2750 Cleveland Avenue North), Project BL-05-05990.A. Unpublished report.
- Braun Intertec Corporation, May 30, 2006, Hazardous Building materials Inspection Report—Xtra Lease Site (2700 Cleveland Avenue North), Project BL-05-05990.A. Unpublished report.
- Braun Intertec Corporation, May 31, 2006, Phase I Environmental Site Assessment Report—Xtra Lease Site (2700 Cleveland Avenue North), Project BL-05-05990.E. Unpublished report.
- Braun Intertec Corporation, August 1, 2006, Phase II Environmental Site Assessment Report—Old Dominion Site (2750 Cleveland Avenue North), Project BL-05-05990.D. Unpublished report.
- Braun Intertec Corporation, August 1, 2006, Phase II Environmental Site Assessment Report—Xtra Lease Site (2700 Cleveland Avenue North), Project BL-05-05990.E. Unpublished report.

2. Known Remedial/Response Action Plans and Remediation Implementation Summaries—

- Former Great Dane Site, 1905 West County Rd. C, Volumes I and II, Text and Appendices A-G. BA. Liesch Associates, Inc. October 1994

Summary of Issues: All soil exhibiting organic vapor concentrations greater than five PPM during field screening was excavated for off-site treatment. Several samples contained minor impacts but did not require additional clean-up by MPCA staff. Backfill with clean granular soil was imported from off-site. Groundwater: no significant impacts existing within the perched groundwater zone or within the regional aquifer. One HRL/RAL exceedance was observed.

- B A. Liesch Associates, Inc., February 1995, Remediation Work Plan Implementation Report for Tract A, Twin Lakes Development, 2720 Arthur Street (Twin Lakes Corporate Center), Volumes 1-VI,
 - Volume I: Report and Appendix A and B (report graphics and testing results)
 - Volume II: Appendix C (Soil Laboratory Testing Data sheets)
 - Volume III: Appendix D (McCrossan Manifestation and Post-Burn results)
 - Volume IV: (cont, from Vol. III)
 - Volume V: Appendix E - G (USPCI Manifestation, Off-Site Fill Material Manifestation, and WRA Manifestation)
 - Volume VI: Appendix H-L (Debris Manifestation, MCWS Permit and Monthly Reports, Groundwater monitoring well installation data and sampling results, drum disposal waste profile form, and proposed gas venting system drawings)

Previous work:

- “Soil Risk Assessment, Tract A - Ryan Twin Lakes”, prepared by B.A. Liesch, June 22, 1994
- “Remediation Work Plan, Tract A - Twin Lakes Development”, prepared by BA. Liesch, July 12, 1994 and August 5, 1994
- “Amendment of September 30, 1994 to Remediation Work Plan, Tract A - Twin Lakes Development”, by B.A. Liesch, September 30, 1994
- “Contingency Action Plan, Tract A Twin Lakes Development”, by B.A. Liesch, October 3, 1994
- “Preliminary Excavation Report, Tract A - Twin Lakes Development”, by B.A. Liesch, October 17, 1994

- “Creosote impacted Soils Remedial Action Work Plan for Tract A Twin Lakes Development”, by B.A. Liesch, October 27, 1994
- “Historical Groundwater investigation Data from Tracts A and B and the Immediate Surrounding Area,” by B.A. Liesch, October 27, 1994
- “Groundwater Investigation Work Plan, Tract A Twin Lakes Development”, by B.A. Liesch, October 31, 1994

Summary of Issues: Remediation activities commenced on October 13, 1995 in accordance with the previous work documents and associated approvals.

- B.A. Liesch Associates, March 15, 1995, Tract B - Arthur Street Extension

Volume I: Report and Appendix A, B (report graphics and testing results)
 Volume II: Appendix C, D (Soil lab testing data sheets, McCrossan Manifestation and Post-Bum Results)
 Volume III: Appendix D (Cont.)
 Volume IV: Appendix E – G (Debris manifestation, MCWS permit and Monthly Reports, and Groundwater monitoring well installation data and sampling results)

Previous Work:

- “Soil Risk Assessment, Tract A - Ryan Twin Lakes”, prepared by BA. Liesch, June 22, 1994
- “Remedial Action Work Plan, Tract B Ryan Twin Lakes”, prepared by BA, Liesch, September 9, 1994
- “Amendment of September 30, 1994 to Remedial Action Work Plan, Tract B Arthur Street Extension, Roseville, Minnesota”, prepared by BA. Liesch, September 30, 1994
- “Contingency Action Plan, Tract B Arthur Street Extension”, prepared by BA. Liesch, October 3, 1994
- Letter dated October 21, 1994 submitted along with a copy of the “Preliminary Excavation Report, Tract A Twin Lakes Development”, prepared by BA. Liesch, October 17, 1994
- “Creosote Impacted Soils Remedial Action Work Plan for Tract B - Arthur Street Extension,” prepared by BA. Liesch, November 7, 1994
- “Historical Groundwater Investigation Data from Tracts A and B and the Immediate Surrounding Area,” prepared by B.A. Liesch, October 27, 1994

- Letter entitled “Tract B - Arthur Street Extension Groundwater Investigation Work Plan,” prepared by BA. Liesch, November 23, 1994
- “Second Amendment of October 31, 1994 to Remedial Action Work Plan, Tract B - Arthur Street Extension, Roseville, Minnesota,” prepared by BA. Liesch, October 31, 1994

Summary of Issues: Remediation activities commenced on October 31, 1994 in accordance with the previous work documents and associated approvals.

- B.A. Liesch Associates, Inc., November 1996, Remedial Action Work Plan Implementation Report for Ryan Twin Lakes IV property at 2778 Cleveland Avenue (former Midwest Motor Express Company)

Summary of Issues: Report includes past investigative activities, presentation of soil remediation activities and closure letters received to date, discussion of perched groundwater/storm water remediation and final assurances sought by Ryan Builders from the MPCA Voluntary Petroleum Investigation and Cleanup Program. Report documents that remediation associated with redevelopment at the property was conducted in accordance with the Remedial Action Work Plan for 2778 N. Cleveland Avenue (BA. Liesch Associates, Inc. May 26, 1995).

- AET, September 24, 2004, Development Response Action Plan, Phase I of Twin Lakes Mixed Use Development, AET No. 03-01962. Unpublished report submitted to Minnesota Pollution Control Agency.

Summary of Issues: The report details plans to address petroleum impacts on a portion of the Twin Lakes area, which includes excavating and either managing on-site or disposing off-site and subsequently proposes the use of engineered barriers to minimize residual impacts.

- AET, September 30, 2004, Response Action Plan, Twin Lakes Mixed Use Development, AET No. 03-01962. Unpublished report submitted to Minnesota Pollution Control Agency.

Summary of Issues: The report details plans to address non-petroleum impacts in soil and groundwater for a portion of the Twin Lakes area, which include excavation and off-site removal of non-petroleum impaired soils with subsequent use of engineered barriers and further investigation/assessment of impacted groundwater. An amended RAP (including an addendum) was approved by the Mn PCA’s Voluntary Investigation Cleanup Program (letter dated November 1, 2006).

- AET, September 22, 2005, Development Response Action Plan, Phase I of Twin Lakes Mixed Use Development, AET No. 03-01962. Unpublished report submitted to Minnesota Pollution Control Agency.

- AET, September 30, 2005, Response Action Plan, Phase I of Twin Lakes Mixed Use Development, AET No. 03-01962. Unpublished report submitted to Minnesota Pollution Control Agency.
- AET, October 28, 2005, Response Action Plan Addendum, Phase I of Twin Lakes Mixed Use Development, AET No. 03-01962. Unpublished report submitted to Minnesota Pollution Control Agency.
- AET, October 28, 2005, Development Response Action Plan Addendum, Phase I of Twin Lakes Mixed Use Development, AET No. 03-01962. Unpublished report submitted to Minnesota Pollution Control Agency.

Appendix E

Transportation, Air and Noise Analysis

DRAFT MEMORANDUM

TO: John Stark, Community Development Director

CC: Jamie Radel, Economic Development Associate
Thomas Paschke, City Planner
Debra Bloom, P.E., Assistant Director of Public Works/City Engineer

FROM: Craig Vaughn, P.E., Associate
Matthew Pacyna, Engineer

DATE: July 3, 2007

SUBJECT: Twin Lakes AUAR Update Technical Memorandum
Traffic, Air and Noise Analysis

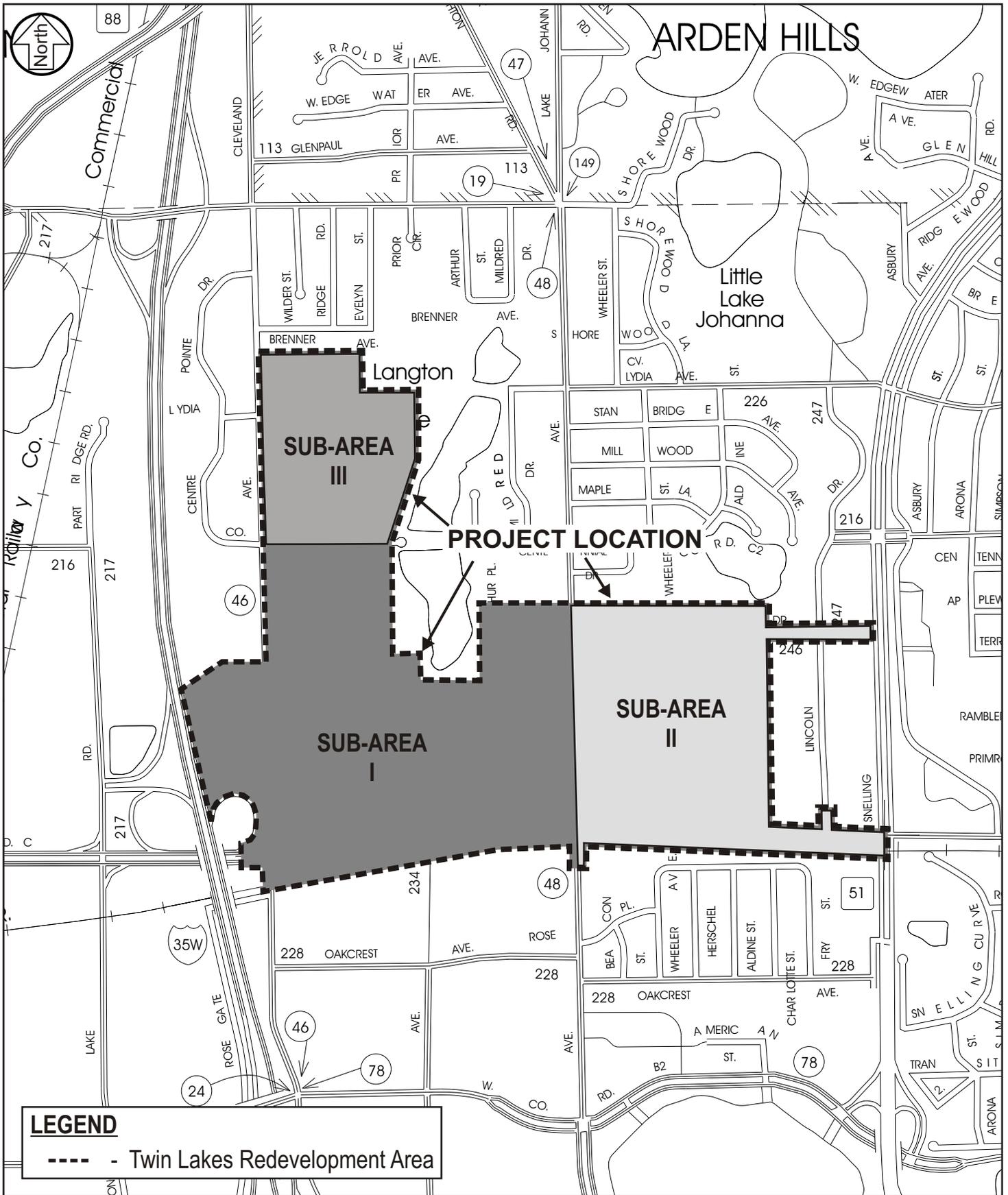
INTRODUCTION

As you requested, we have completed an updated traffic, air and noise analysis for the proposed Twin Lakes redevelopment area as part of the Twin Lakes Alternative Urban Areawide Review (AUAR) formal update process. This area is generally bounded by Snelling Avenue, Cleveland Avenue, County Road D and County Road C in the City of Roseville (see Figure 1: Project Location). The purpose of this technical memorandum is to document the updated analysis process and results for incorporation into the updated Twin Lakes AUAR document.

The technical memorandum includes three elements that address the following components of the AUAR:

- Traffic Impacts
- Vehicle-related Air Quality Impacts
- Vehicle-related Noise Impacts

The traffic component includes an operations analysis during the p.m. peak hour for existing and year 2030 build conditions. The air quality component includes an impacts analysis for year 2030 build conditions. The noise component includes a comparison analysis of existing conditions versus year 2030 build conditions to determine the increase in adjacent roadway noise levels.



LEGEND
 - - - - - Twin Lakes Redevelopment Area



PROJECT LOCATION
 TWIN LAKES ALTERNATIVE URBAN AREA WIDE REVIEW UPDATE
 City of Roseville

Figure 1

EXISTING CONDITIONS

Traffic operations were analyzed at the following key intersections:

- Long Lake Road at I-35W SB Ramps
- Long Lake Road at County Road C
- County Road C at Cleveland Avenue
- County Road C at Fairview Avenue
- County Road C at Snelling Avenue
- Cleveland Avenue at I-35W NB Ramps
- Cleveland Avenue at County Road C2
- County Road D at I-35W NB Ramps
- County Road D at Cleveland Avenue
- County Road D at Fairview Avenue
- Snelling Avenue at County Road C2
- Snelling Avenue at Lydia Avenue
- Fairview Avenue at Terrace Drive
- Fairview Avenue at Lydia Avenue

Currently, all of the key intersections are signalized with the exception of Cleveland Avenue/County Road C2, County Road D/Fairview Avenue, Fairview Avenue/Lydia Avenue, and Fairview Avenue/Terrace Drive. P.M. peak hour turning movement counts were collected by SRF Consulting Group, Inc. at all key intersections in October 2006, except for the intersections of County Road C/Snelling Avenue, Snelling Avenue/County Road C2, Snelling Avenue/Lydia Avenue and Fairview Avenue/Lydia Avenue. The County Road C/Snelling Avenue intersection was under construction at the time of data collection. Historical data for this location was available and used to determine travel patterns through this area. Based on these travel patterns and data from the immediate adjacent intersections, turning movements were developed to represent year 2006 conditions at this location. Turning movement count data was available from a previous study in the area (*Northwestern College Master Plan Traffic and Parking Impact Study*, conducted by TKDA, August 2006) for the remaining three intersections. This data was collected in May 2006. It should be noted that the p.m. peak turning movement counts were collected on one particular day in the months referenced. These counts serve as an existing conditions sample and are representative of a typical p.m. peak hour. Existing geometrics (used in analysis), traffic controls and p.m. peak hour traffic volumes for the key intersections are shown in Figure 2.

An operations analysis was conducted for the p.m. peak hour at each key intersection to determine how traffic currently operates within the project area. All signalized intersections were analyzed using the Synchro/SimTraffic software (version 6.14) and unsignalized intersections were analyzed using the Highway Capacity Software (and compared with Synchro/SimTraffic). Capacity analysis results identify a Level of Service (LOS), which indicates the quality of traffic flow through an intersection. Intersections are given a ranking from LOS A through LOS F. The LOS results are based on average delay per vehicle. The delay threshold values are shown in Table 1. LOS A indicates the best traffic operation, with vehicles experiencing minimal delays. LOS F indicates an intersection where demand exceeds capacity, or a breakdown of traffic flow. LOS A through D are typically considered acceptable. LOS E indicates that an intersection is operating at, or very near its capacity and that vehicles experience substantial delays.

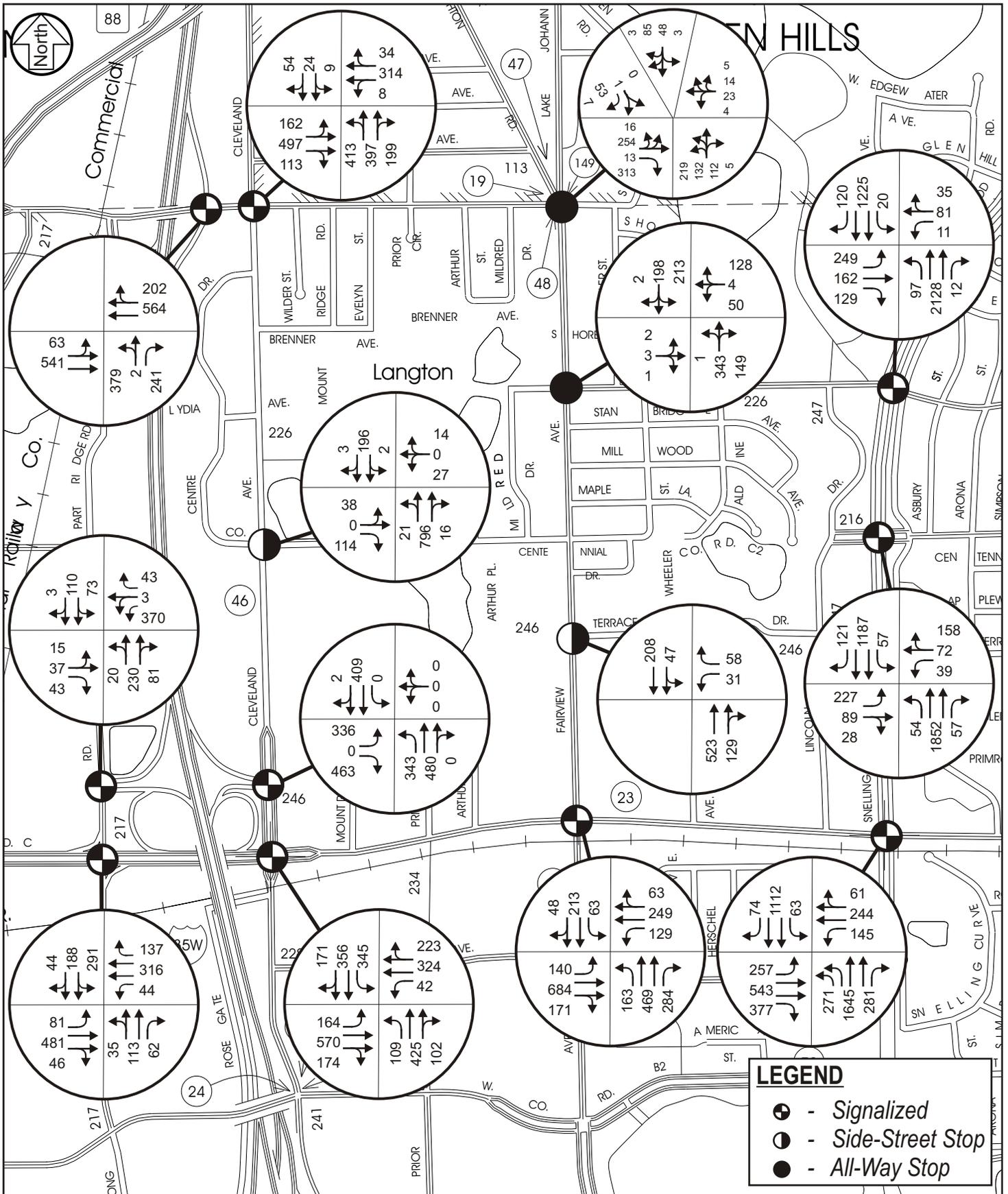


Table 1
Level of Service Criteria for Signalized and Unsignalized Intersections

LOS Designation	Signalized Intersection Avg. Control Delay/Vehicle (seconds)	Unsignalized Intersection Avg. Control Delay/Vehicle (seconds)
A	<10	<10
B	10-20	10-15
C	20-35	15-25
D	35-55	25-35
E	55-80	35-50
F	>80	>50

Results of the analysis shown in Table 2 indicate that all key intersections operate at an acceptable overall LOS D or better during the p.m. peak hour with existing traffic controls and geometric layout, except for the intersection of County Road C/Snelling Avenue. This intersection currently operates at an undesirable LOS F. It is important to note that existing signal timing obtained from Mn/DOT and Ramsey County was used in the analysis.

Table 2
Existing Year 2006 P.M. Peak Hour Capacity Analysis
Level of Service Results

Intersection	Level of Service
Long Lake Road at I-35W SB Ramps	B
Long Lake Road at County Road C	B
County Road C at Cleveland Avenue	D
County Road C at Fairview Avenue	D
County Road C at Snelling Avenue	F (160)⁽¹⁾
Snelling Avenue at County Road C2	D
Snelling Avenue at Lydia Avenue	D
Cleveland Avenue at I-35W NB Ramps	D
Cleveland Avenue at County Road C2 *	A/C
County Road D at Cleveland Avenue	C
County Road D at I-35W NB Ramps	C
County Road D at Fairview Avenue **	D
Fairview Avenue at Lydia Avenue **	C
Fairview Avenue at Terrace Drive *	A/B

* Indicates an intersection with side-street stop control. Overall LOS is shown followed by worst approach LOS.

** Indicates an intersection with all-way stop control.

(1) Value shown in parenthesis represents the average delay per vehicle.

In order to improve the County Road C/Snelling Avenue existing intersection operations to LOS D, the following geometric improvements are recommended: construct an additional north and southbound through lane along Snelling Avenue; and construct an additional left-turn lane at the eastbound and westbound approaches (dual left-turn lanes).

YEAR 2030 FORECASTS

Trip Generation Estimates

Traffic forecasts for the Twin Lakes AUAR area were developed for year 2030 build conditions. The Twin Lakes AUAR area is generally bounded by Snelling Avenue, Cleveland Avenue, County Road D and County Road C. The proposed land use components for the AUAR redevelopment area have been aggregated into three distinct redevelopment scenarios. The first represents the intent of the comprehensive plan and is inclusive of all major land use redevelopment options, based on a worst-case redevelopment scenario for traffic generation.

Each of the other two redevelopment alternatives was developed with a conscience effort to balance land use size and trip generation. Developing the proper balance between land use size and amount of trips generated ensures that feasible redevelopment alternatives are reviewed in relation to their potential traffic impacts. The second redevelopment scenario is focused on residential development, combined with other complimentary land uses (i.e., office and retail). The third redevelopment scenario represents a non-residential focus. See AUAR Item 6 – Development Description, AUAR Item 7 – Project Magnitude Data, and Appendix B of the overall Twin Lakes AUAR Update documentation for additional details regarding all scenarios reviewed.

Trip generation estimates for the p.m. peak hour and on a daily basis were calculated for the AUAR area redevelopment scenarios based on trip generation rates from the 2003 ITE Trip Generation Reports. Tables 3, 4 and 5 display a summary of the trip generation calculations for each redevelopment scenario per individual block and AUAR subarea.

In order to account for traffic generated by existing developments within the AUAR area, counts were conducted at each of the driveway access points during the p.m. peak hour. Many of the existing developments are either abandoned or underutilized properties. The following land uses are present in the Twin Lakes AUAR area: truck terminals, industrial multi-tenant buildings, manufacturing and single-family residential/vacant land.

Based on the driveway counts collected, the existing land uses generate approximately 696 total trips during the p.m. peak hour (244 entering and 452 exiting). This value represents all existing land uses identified for redevelopment as part of the Twin Lakes AUAR area redevelopment plan. These trips were subsequently subtracted from the trip generation estimates, so as not to double count these trips which were captured in the background turning movement counts on the adjacent roadway network. Please note that the existing developments within the AUAR boundary that are expected to remain into the future were not counted as part of this exercise because their traffic was captured as part of the background traffic conditions.

Table 3
Trip Generation Estimates
Scenario A – Comprehensive Plan Worst-Case

Sub-Area	Block	Land Use Type (ITE Code)	Size	Trips		
				P.M. In	P.M. Out	Daily
I	1	Medical Office (720)	190,662 sq. ft.	192	518	6,889
		Hi-Tech Office (710)	190,662 sq. ft.	48	236	2,099
		Multi-Family Housing (220)	70 units	28	15	470
	Subtotal			268	769	9,458
	2	Hospital (610)	446,583 sq. ft.	174	353	7,846
		Medical Office (720)	103,058 sq. ft.	104	280	3,723
		Work/Live Office (710)	27,482 sq. ft.	7	34	303
		Work/Live Housing (220)	38 units	15	8	255
	Subtotal			299	675	12,128
	3	Medical Office (720)	270,508 sq. ft.	272	735	9,773
	Subtotal			272	735	9,773
	4	Service Mix –Retail (820)	240,000 sq. ft.	432	468	10,306
	Subtotal			432	468	10,306
	5	Office (710)	140,154 sq. ft.	36	173	1,543
Subtotal			36	173	1,543	
8	Multi-Family Housing (220)	187 units	75	41	1,257	
Subtotal			75	41	1,257	
II	6	Service Mix –Retail (820)	106,635 sq. ft.	192	208	4,579
	Subtotal			192	208	4,579
	7	Service Mix –Retail (820)	271,684 sq. ft.	489	530	11,666
	Subtotal			489	530	11,666
	9	Hi-Tech Office (710)	286,712 sq. ft.	73	355	3,157
		Office (710)	131,410 sq. ft.	33	163	1,447
	Subtotal			106	517	4,604
10	Multi-Family Housing (220)	293 units	118	64	1,969	
Subtotal			118	64	1,969	
III	11	Multi-Family Housing (220)	141 units	57	31	948
	Subtotal			57	31	948
	12	Office (710)	380,753 sq. ft.	96	471	4,192
		Multi-Family Housing (220)	127 units	51	28	853
Subtotal			147	499	5,045	
Total				2,491	4,709	73,276

Table 4
Trip Generation Estimates
Scenario B – Residential Focused Redevelopment

Sub-Area	Block	Land Use Type (ITE Code)	Quantity	Trips		
				P.M. In	P.M. Out	Daily
I	1	Hi-Tech Office (710)	255,000 sq. ft.	65	315	2,808
		Multi-Family Housing (220)	100 units	40	22	672
	Subtotal			105	337	3,480
	2	Multi-Family Housing (220)	205 units	83	44	1,378
		MF Housing – Senior (252)	240 units	16	10	835
		Office (710)	55,000 sq. ft.	14	68	606
	Subtotal			113	122	2,819
	3	Office (710)	195,000 sq. ft.	49	241	2,147
		Restaurant (932)	8,000 sq. ft.	53	34	1,017
	Subtotal			102	275	3,164
	4	Service Mix –Retail (820)	115,000 sq. ft.	207	224	4,938
		Supermarket (850)	35,000 sq. ft.	187	179	3,578
	Subtotal			394	403	8,516
	5	Multi-Family Housing (220)	100 units	40	22	672
Subtotal			40	22	672	
8	Multi-Family Housing (220)	190 units	77	41	1,277	
	Subtotal			77	41	1,277
Subtotal						
II	6	Service Mix –Retail (820)	95,000 sq. ft.	171	185	4,079
		Subtotal			171	185
	7	Service Mix –Retail (820)	255,000 sq. ft.	459	497	10,950
		Subtotal			459	497
	9	Hi-Tech Office (710)	285,000 sq. ft.	72	352	3,138
		Office (710)	130,000 sq. ft.	33	161	1,431
	Subtotal			105	513	4,569
	10	Multi-Family Housing (220)	295 units	119	64	1,982
Subtotal			119	64	1,982	
Subtotal						
III	11	Senior Housing (252)	125 units	8	5	435
		Subtotal			8	5
	12	Office (710)	380,000 sq. ft.	96	470	4,184
		Multi-Family Housing (220)	130 units	52	28	874
Subtotal			148	498	5,058	
Subtotal						
			Total	1,841	2,962	47,001

Table 5
Trip Generation Estimates
Scenario C – Non-Residential Focused Redevelopment

Sub-Area	Block	Land Use Type (ITE Code)	Quantity	Trips		
				P.M. In	P.M. Out	Daily
I	1	Medical Office (720)	140,000 sq. ft.	141	380	5,058
		Hi-Tech Office (710)	140,000 sq. ft.	35	173	1,541
		Multi-Family Housing (220)	70 units	28	15	470
	Subtotal			204	568	7,069
	2	General Office (710)	215,000 sq. ft.	54	266	2,367
		Medical Office (720)	80,000 sq. ft.	80	217	2,890
		Multi-Family Housing (220)	45 units	18	10	302
	Subtotal			152	493	5,559
	3	Hotel (310)	120 rooms	38	33	980
		Restaurant (932)	5,000 sq. ft.	33	21	636
	Subtotal			71	54	1,616
	4	Service Mix –Retail (820)	175,000 sq. ft.	315	341	7,515
		General Office (710)	70,000 sq. ft.	18	87	771
	Subtotal			333	428	8,286
	5	General Office (710)	105,000 sq. ft.	27	130	1,156
Subtotal			27	130	1,156	
8	General Office (710)	40,000 sq. ft.	10	49	440	
	Multi-Family Housing (220)	70 units	28	15	470	
Subtotal			38	64	910	
Subtotal						
II	6	Hi-Tech Office (710)	105,000 sq. ft.	27	130	1,156
	Subtotal			27	130	1,156
	7	Hi-Tech Office (710)	100,000 sq. ft.	25	124	1,101
		Service Mix –Retail (820)	135,000 sq. ft.	243	263	5,797
	Subtotal			268	387	6,898
	9	Hi-Tech Office (710)	215,000 sq. ft.	51	247	2,202
		Office (710)	95,000 sq. ft.	24	117	1,046
Subtotal			75	364	3,248	
10	Multi-Family Housing (220)	295 units	119	64	1,982	
Subtotal			119	64	1,982	
Subtotal						
III	11	Multi-Family Housing (220)	125 units	50	27	840
	Subtotal			50	27	840
	12	Office (710)	285,000 sq. ft.	72	352	3,138
		Multi-Family Housing (220)	130 units	52	28	874
Subtotal			124	380	4,012	
Total				1,515	3,219	43,888

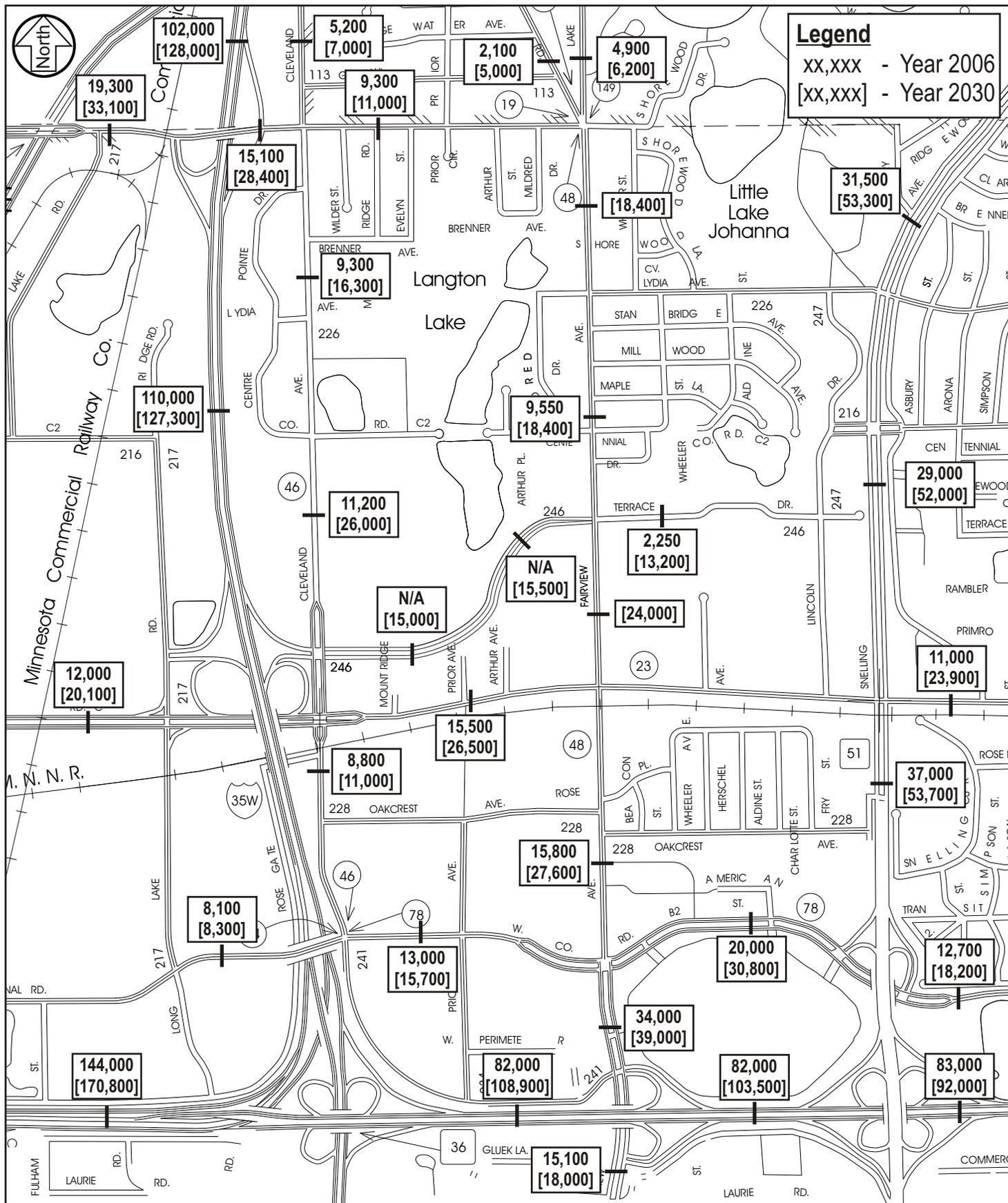
Regional Model

The Metropolitan Council regional model was used to develop average daily traffic (ADT) volumes for the greater adjacent roadway network, directional distribution for the p.m. peak hour trip generation estimates and determine a background growth rate for the immediate adjacent roadway network. The Metropolitan Council regional model currently used is a year 2030 base network model. The “base network” statement refers to the programmed or planned roadway network improvements which are included in the model. This is important from a regional perspective because previous Metropolitan Council regional model (year 2020) base networks used in the 2001 Twin Lakes Business Park AUAR included capacity improvements to regional facilities adjacent to the Twin Lakes AUAR area (i.e., I-35W and TH 36 having one additional through-lane in each direction). This is no longer valid for the year 2030 Metropolitan Council regional model base network.

A subset of the key year 2030 base network infrastructure assumptions is as follows:

- I-35W, to the west of the study area, is a six-lane interstate freeway facility with an auxiliary lane in each direction from TH 36 to County Road C with access to the study area via County Road D and County Road C.
- TH 36 is a four-lane freeway facility with access to the study area via Snelling Avenue and Fairview Avenue.
- Cleveland Avenue is a four-lane undivided arterial.
- Snelling Avenue is a four-lane divided expressway with turn lanes.
- County Road C is a four-lane divided arterial with turn lanes.
- County Road D is a two-lane undivided arterial.
- Fairview Avenue is a two-lane undivided arterial north of Terrace Drive and a four-lane undivided arterial south of Terrace Drive with turn lanes.

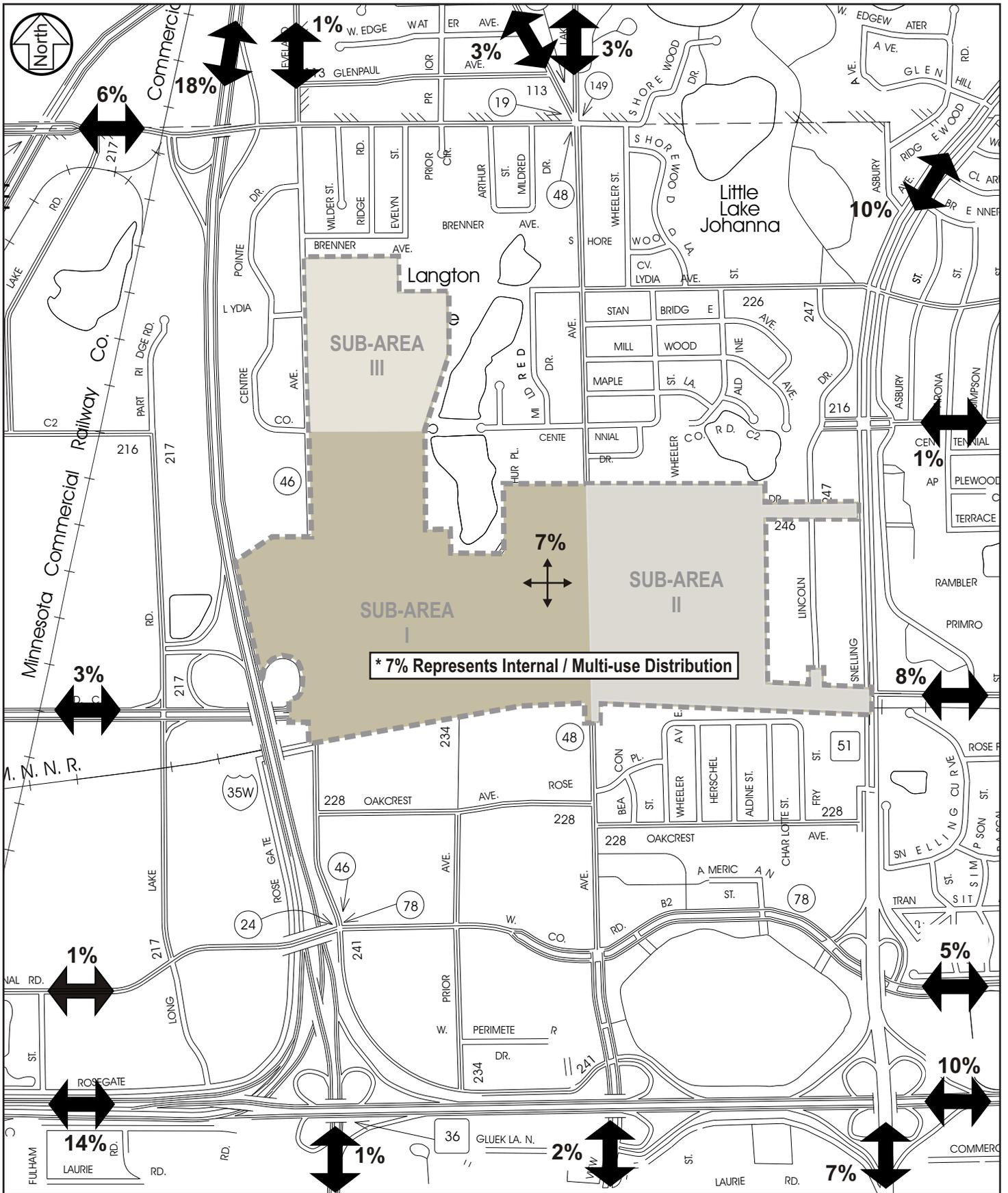
The year 2030 Metropolitan Council regional model includes forecast development (based on socio-economic data) and infrastructure improvements in the Twin Cities metro area over the next 24 years. Two adjacent redevelopment projects were taken into account when developing these ADT forecasts, the Northwestern College Expansion and the Rosedale Center Expansion. In addition, the proposed Twin Lakes Parkway connection was added to the model in order to determine its role in the transportation system. The proposed redevelopment land use scenarios were also entered into the model to generate outputs relevant to this AUAR project. The updated model was then run to determine the adjacent roadway network ADT volumes and determine the directional distribution percentages for trips originating from or destined for the Twin Lakes AUAR area. Based on forecast year 2030 ADTs, existing ADTs and trip generation estimates for the redevelopment scenarios, an annual growth rate of one-half percent was applied to the existing peak hour turning movement volumes to develop year 2030 background traffic forecasts. Figure 3 displays existing and year 2030 forecast ADT volumes. Figure 4 displays the directional distribution percentages for the redevelopment scenarios.



EXISTING AND YEAR 2030 AVERAGE DAILY TRAFFIC VOLUMES

TWIN LAKES ALTERNATIVE URBAN AREA WIDE REVIEW UPDATE
 City of Roseville

Figure 3



DIRECTIONAL DISTRIBUTION

TWIN LAKES ALTERNATIVE URBAN AREA WIDE REVIEW UPDATE
City of Roseville

Figure 4

YEAR 2030 CONDITIONS

To determine how well the existing and future roadway system will accommodate redevelopment of the Twin Lakes AUAR area, an operations analysis was completed for year 2030 build conditions during the p.m. peak hour at each of the key intersections. All signalized intersections were analyzed using the Synchro/SimTraffic software (version 6.14) and unsignalized intersections were analyzed using the Highway Capacity Software (and compared with Synchro/SimTraffic). The intersection improvements identified at County Road C/Snelling Avenue under existing conditions are included in the year 2030 build analysis. Results of the analysis indicate that all key intersections are expected to operate poorly (LOS F) under year 2030 Scenario A build conditions. Twelve out of 14 key intersections are expected to operate poorly (LOS F) under year 2030 Scenario B and C build conditions. As stated each scenario will operate poorly without additional mitigation.

The analysis results shown in Table 6 represent the level of service operations at each of the key intersections with reasonable/feasible recommended improvements. It is evident that under year 2030 Scenario A build conditions, four intersections continue to operate at undesirable LOS E or worse. This is due to the limitations placed on the recommended improvements (reasonable/feasible versus unconstrained improvements). It should be noted that previous analysis conducted for the 2001 Twin Lakes AUAR documentation did not identify the same reasonable/feasible improvement constraints.

Table 6
Year 2030 P.M. Peak Hour Capacity Analysis
Level of Service Results

Intersection	Level of Service		
	Scenario A	Scenario B	Scenario C
Long Lake Road at I-35W SB Ramps	C	C	C
Long Lake Road at County Road C	C	C	C
County Road C at Cleveland Avenue	E (60 sec.) ⁽¹⁾	D	D
County Road C at Fairview Avenue	E (70 sec.) ⁽¹⁾	D	D
County Road C at Snelling Avenue	F (160 sec.) ⁽¹⁾	F (115 sec.) ⁽¹⁾	F (115 sec.) ⁽¹⁾
Snelling Avenue at County Road C2	E (70 sec.) ⁽¹⁾	D	D
Snelling Avenue at Lydia Avenue	D	C	C
Cleveland Avenue at I-35W NB Ramps	D	D ⁽²⁾	D ⁽²⁾
Cleveland Avenue at County Road C2	B	B	B
County Road D at Cleveland Avenue	D	D	D
County Road D at I-35W NB Ramps	C	C	C
County Road D at Fairview Avenue	C	C	C
Fairview Avenue at Lydia Avenue	D	C	C
Fairview Avenue at Terrace Drive	D	D ⁽²⁾	C

⁽¹⁾ Value shown in parenthesis represents the average delay per vehicle.

⁽²⁾ LOS result is near the C/D threshold.

Ramsey County staff has indicated that no additional improvements will be made to County Road C and its intersection nodes. However, geometric improvements are needed at a number of its intersections in order to improve operations under Scenario A. Without the recommended improvements, these intersections are expected to operate worse than the undesirable conditions stated under this scenario. The intersection of County Road C/Snelling Avenue will continue to operate at an undesirable LOS F with the recommended improvements. The amount of conflicting volume forecast at this intersection is too heavy to manage under year 2030 build conditions. Operational improvements are limited without a total reconstruction and grade-separation at this intersection. The combination of background traffic and trips generated by the redevelopment scenarios, level of service operation results, and recommended improvements for year 2030 build conditions are shown in Figures 5, 6 and 7 (Scenarios A, B, and C respectively).

Recommended Improvements for Scenarios A, B, and C

Please note that the recommended improvements listed below, unless noted specifically for Scenario A, apply to all scenarios (refer to Figures 5-7 for graphical representation).

County Road C at Cleveland Avenue

- Construct a dedicated westbound right-turn lane (with turn lane storage)
- Construct an additional southbound left-turn lane (dual left-turn lanes)
(Scenario A only)
- Construct a southbound right-turn lane **(Scenario A only)**
- Construct a northbound right-turn lane **(Scenario A only)**
- Extend the existing eastbound left-turn lane **(Scenario A only)**

County Road C at Fairview Avenue

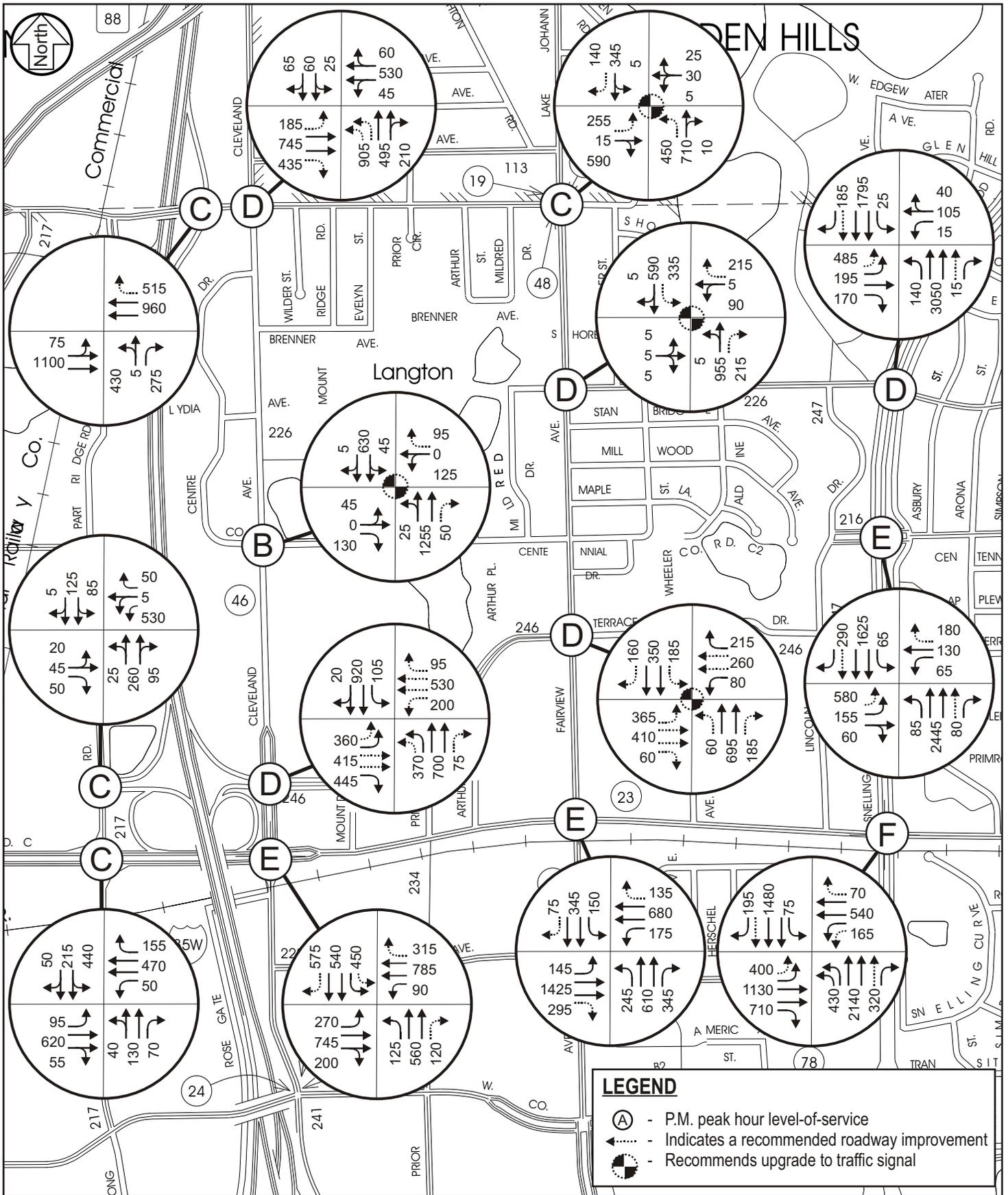
- Construct right-turn lanes for the eastbound, westbound and southbound approaches
(Scenario A only)

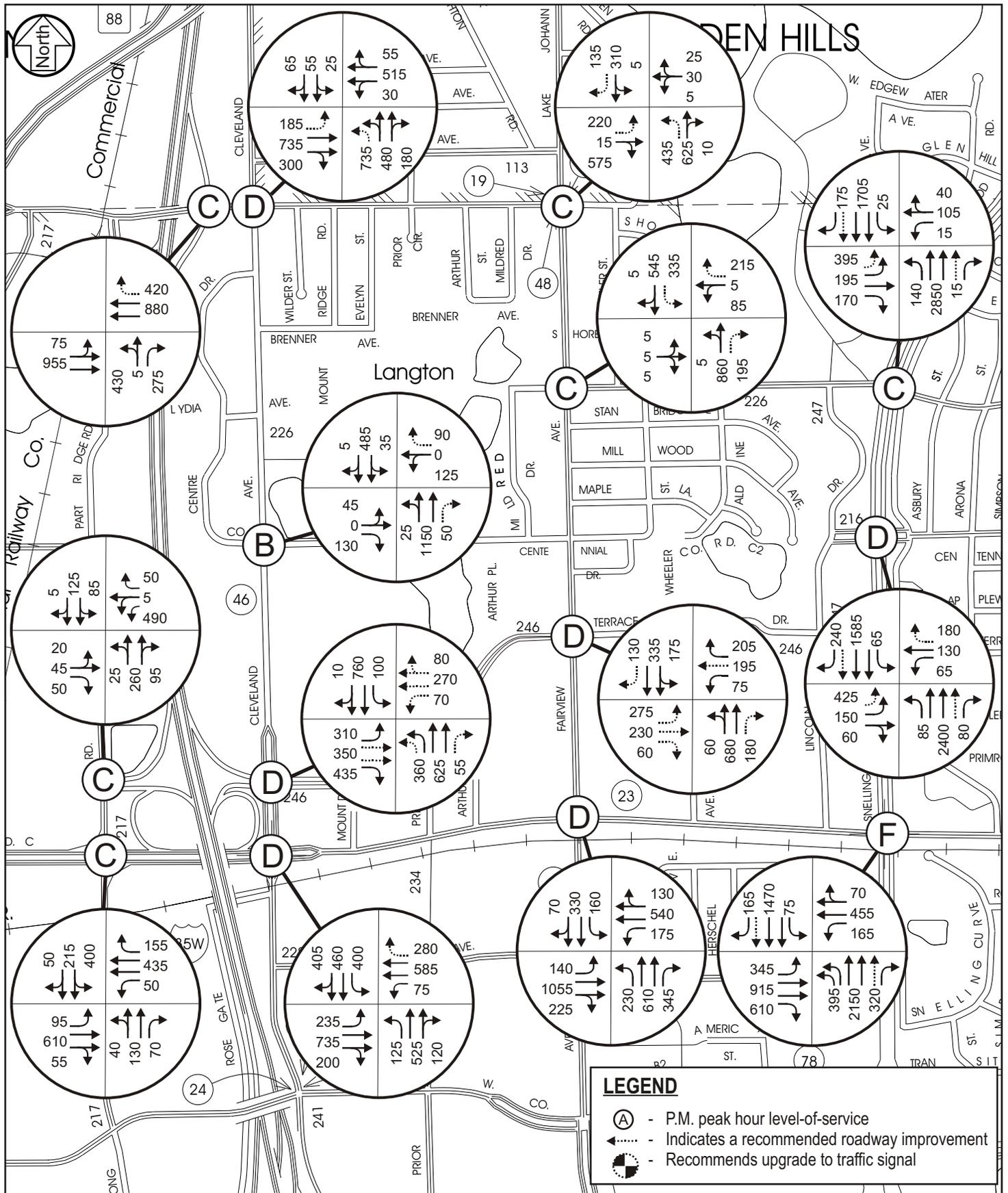
County Road C at Snelling Avenue

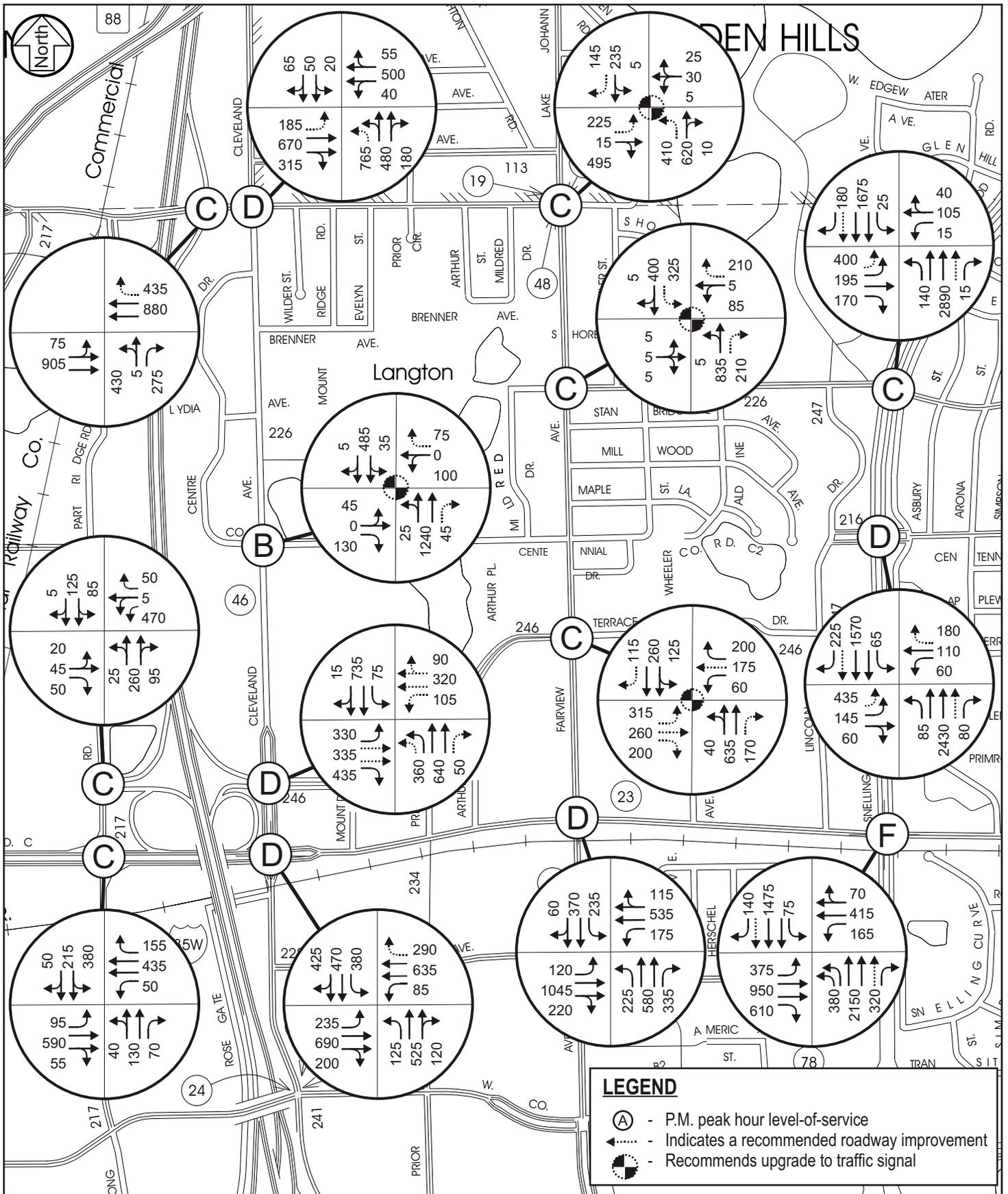
- Construct an additional north and southbound through lane along Snelling Avenue (6-lane facility) **(assumed for existing conditions)**
- Construct an additional eastbound and westbound left-turn lane (dual left-turn lanes) **(assumed for existing conditions)**
- Construct a westbound right-turn lane **(Scenario A only)**

Snelling Avenue at County Road C2

- Construct an additional north and southbound through lane along Snelling Avenue (6-lane facility) **(assumed for existing conditions)**
- Construct an additional eastbound left-turn lane (dual left-turn lanes)
- Extend the existing westbound left-turn lane
- Construct a westbound right-turn lane







Snelling Avenue at Lydia Avenue

- Construct an additional north and southbound through lane along Snelling Avenue (6-lane facility) (**assumed for existing conditions**)
- Construct an additional eastbound left-turn lane (dual left-turn lanes)

Cleveland Avenue at I-35W Northbound Ramps

- Construct an additional northbound left-turn lane (dual left-turn lanes)
- Construct a northbound right-turn lane
- Extend existing southbound left-turn lane
- Construct an additional eastbound left-turn lane (dual left-turn lanes) (**Scenario A only**)
- Construct two eastbound through lanes
- Construct a westbound left-turn lane
- Construct two westbound through lanes
- Construct a westbound right-turn lane (**Scenario A only**)

Cleveland Avenue at County Road C2

- Install traffic signal
- Construct a westbound right-turn lane
- Construct a northbound right-turn lane

Cleveland Avenue at County Road D

- Construct two northbound left-turn lanes (dual left-turn lanes) (**Scenario A only**)
- Construct an eastbound left-turn lane
- Construct an eastbound right-turn lane (**Scenario A only**)

County Road D at I-35W Northbound Ramps

- Construct a westbound right-turn lane
- Extend the existing northbound right-turn lane

County Road D at Fairview Avenue

- Eliminate the northwest approach (New Brighton Road) to create a 4-legged intersection
- Convert County Road D to a three-lane section between Cleveland Avenue and Fairview Avenue with a continuous center left-turn lane
- Install traffic signal
- Construct a northbound left-turn lane
- Construct a southbound right-turn lane

Fairview Avenue at Lydia Avenue

- Install traffic signal
- Construct a northbound right-turn lane
- Construct a southbound left-turn lane
- Construct a westbound right-turn lane

Fairview Avenue at Terrace Drive

- Install traffic signal
- Construct an eastbound and westbound left-turn lane
- Construct two eastbound and westbound through lanes (**Scenario A only**)
- Construct an eastbound and westbound right-turn lane
- Construct a northbound and southbound left-turn lane (**Scenario A only**)
- Construct northbound and southbound right-turn lanes

TRAVEL DEMAND MANAGEMENT

In addition to adjacent roadway geometric improvements, other strategies are available to reduce the amount of traffic that a development/redevelopment generates (Travel Demand Management (TDM)), thus affecting the way the adjacent roadway operates. The purpose of TDM measures is to encourage residents, employees and visitors of a particular development/redevelopment to use alternative modes of transportation or modify the current mode of vehicular utilization (i.e., car pool, remote telecommuting, flexible work schedules, etc.). The implementation of TDM measures need to be facilitated by the developer or subsequent property owners/operators with continual support from City staff. The following proposed actions are provided as a guide toward TDM strategy implementation:

Support and Promote Bicycling and Walking as Alternatives

The developer or subsequent property owners/operators should actively promote bicycling and walking as alternative means of commuting among the residents, employees and visitors of the Twin Lakes AUAR area redevelopment; primarily through information dissemination, the provision of bicycle storage facilities, and planned bicycle and walking facilities (paths, etc.).

Support Transit as an Alternative

The developer or subsequent property owners/operators should actively promote transit as an alternative means of commuting among the residents, employees and visitors of the Twin Lakes AUAR area redevelopment; primarily through information dissemination. Any developer should work with the City and Metro Transit to explore the possibilities of expanding bus service that serves the site directly. The developer or subsequent property owners/operators should also work with office tenants to develop a program that will subsidize employee's bus passes for those that choose to use transit a minimum of three days per week.

Support and Promote Car and Vanpooling

The developer or subsequent property owners/operators should actively promote car and vanpooling as alternative means of commuting among the residents, employees and visitors of the Twin Lakes AUAR area redevelopment; primarily through information dissemination. Incentives such as preferential parking location for carpoolers and motorcycles may be implemented.

Provision of Information on Transportation Alternatives

The developer or subsequent property owners/operators should provide information on all of the transportation alternatives available to residents, employees and visitors through a variety of mediums.

- Provide route maps and information regarding the Metro Transit bus system, carpooling and other transportation alternatives on-site and at key locations (lobby, other building common areas, etc).
- Conduct a transportation alternatives awareness campaign directed toward new residents and employees, which may include the following:
 - Including information in orientation packets.
 - Promote flexible schedules for its employees, which allow employees to arrive and leave outside the peak commuting hours with their supervisor's permission and whenever it is appropriate.

Vehicular Traffic Movement & Access Restriction

The developer or subsequent property owners/operators should work with large delivery vehicles to access the site outside of the peak traffic periods.

Participate with Regional TDM Organizations

The developer or subsequent property owners/operators should designate and fund an individual to act as the Commuter Benefits Coordinator (CBC). The CBC should work closely with Commuter Connection to disseminate commuting information and materials to residents, employees and visitors; participate in regional training or informational sessions about TDM programs; be available to meet once a year with Commuter Connection to review available regional programs and services; actively and continuously promote expansion of the TDMP program; and monitor progress on fulfilling TDM commitments.

Monitor Action Implementation and Goal Achievement

The developer or subsequent property owners/operators should monitor the implementation of the proposed TDM actions through the following monitoring program.

- With the assistance of Commuter Connection conduct a statistically valid baseline resident, employee and visitor commuter survey within the first six months of opening any future redevelopments.
- With the assistance of Commuter Connection conduct a resident, employee and visitor commuter survey every two years after the original baseline survey, for ten years or until the TDM goals are achieved.
- After each round of biennial commuter surveys, review the TDM actions in conjunction with Commuter Connection, to determine its effectiveness.

VEHICLE-RELATED AIR QUALITY ANALYSIS

The purpose of the vehicle-related air quality analysis is to determine the impacts that future redevelopments will have on air quality in the AUAR area. An air quality analysis was performed to predict carbon monoxide concentrations at the two intersections operating the worst in the proposed AUAR area.

Methodology and Assumptions

Motor vehicle air quality issues are most frequently associated with carbon monoxide (CO) emissions and the concentrations of those emissions. Concentrations of CO are generally highest at intersections with poor levels of service and, consequently, more idling vehicles. The air quality analysis incorporates projected afternoon peak hour traffic volumes (including site-generated traffic) representing year 2030 conditions. As described in the traffic study, fourteen key intersections within the project area were analyzed to determine their respective intersection operations. A carbon monoxide analysis was performed for the worst case traffic generation scenario, Scenario A, at the intersections of County Road C/Fairview Avenue and County Road C/Snelling Avenue, which represent the two intersections operating the worst in the Twin Lakes AUAR area.

Carbon monoxide concentrations were projected using the Environmental Protection Agency (EPA) Mobile 6 emission model and the CAL3QHC dispersion model. The Minnesota Pollution Control Agency's (MPCA) 1-hour and 8-hour standards for CO concentrations are 30 parts per million (ppm) and 9 ppm, respectively.

Modeling assumptions used in this analysis were as follows:

Analysis Year:	2030
Traffic Mix:	National default values
Cruise Speed:	Posted speed limits
Cold Start Percentage:	20.6 percent for all traffic
Hot Start Percentage:	27.3 percent for all traffic
Wind Speed:	1 meter/second
Temperature:	-8.8 degrees Celsius
Surface Roughness:	108 centimeters
Stability Class:	D
Inspection Maintenance:	No
Oxygenated Fuel:	Ethanol with 2.7 percent oxygen content
Fuel Program	Convention Gasoline East
Fuel Reid Vapor Pressure	9.0 lbs/square inch
Eight Hour Persistence Factor:	0.7
Wind Direction:	36 directions at 10 degree intervals

Background CO Levels

Default background CO concentrations were obtained from the Minnesota Pollution Control Agency. For purposes of the analysis, these background concentrations were adjusted for region-wide increases in traffic volumes. To represent worst-case conditions, there were no reductions of background concentrations to account for vehicle emissions and temperature. The results are summarized in Table 7.

Table 7
Calculation of CO Background Concentrations

Factor	Year 2030	
	1-Hour Average	8-Hour Average
Default 2006 Background Concentration (ppm)	3.0	2.0
Background Traffic Volume Adjustment Factor	1.8	1.8
Worst-Case Background Concentration (ppm)	5.4	3.6

Carbon Monoxide Modeling Results

Future CO concentrations are analyzed based on forecast peak hour traffic volumes, optimized signal timing, and existing intersection geometrics. Analyses were performed for the year 2030.

The sidewalk averaging technique was used to predict the average CO concentration along each sidewalk adjacent to the analyzed intersections. In this method, receptors are placed parallel to each leg of the intersection along each sidewalk at 10 meters and 50 meters from the intersection. The average concentration of the two receptors is considered the concentration for that sidewalk. The listed result shows the maximum of the eight sidewalks adjacent to the intersection.

Table 8 presents the worst-case CO concentrations at the modeled intersections. The wind direction column indicates the wind direction that resulted in the worst-case conditions for that analysis location and time. The 1-hour and 8-hour average modeling results are below the state standards for all conditions modeled; therefore, no mitigation is recommended.

Predicted CO concentrations at the analyzed intersections will be below state standards after completion of the project in year 2030. Because these intersections are the two worst case intersections in terms of level of service and total delay, CO concentrations at other intersections in the study area would likely be lower than those predicted at the analyzed intersections.

Table 8
Future Modeled Carbon Monoxide Concentrations
(in parts per million or ppm)

	1-Hour Average	8-Hour Average	Wind Direction
County Road C at Fairview Avenue			
<i>Modeled CO Concentration</i>	1.7	1.2	
<i>Background CO Concentration</i>	5.4	3.6	
<i>Total Predicted CO Concentration</i>	7.1	4.8	80
County Road C at Snelling Avenue			
<i>Modeled CO Concentration</i>	2.1	1.5	
<i>Background CO Concentration</i>	5.4	3.6	
<i>Total Predicted CO Concentration</i>	7.5	5.1	190
State Standards	30.0	9.0	

VEHICLE-RELATED NOISE ANALYSIS

The purpose of the vehicle-related noise analysis is to determine the comparable noise impacts from existing year 2006 conditions to year 2030 build conditions. Previous AUAR analyses in the Twin Lakes area were conducted for year 2001 conditions compared to year 2020 build conditions. This updated analysis will determine the potential increase from the previous analysis. Three residential areas adjacent to the Twin Lakes AUAR were considered for this analysis:

Receptor

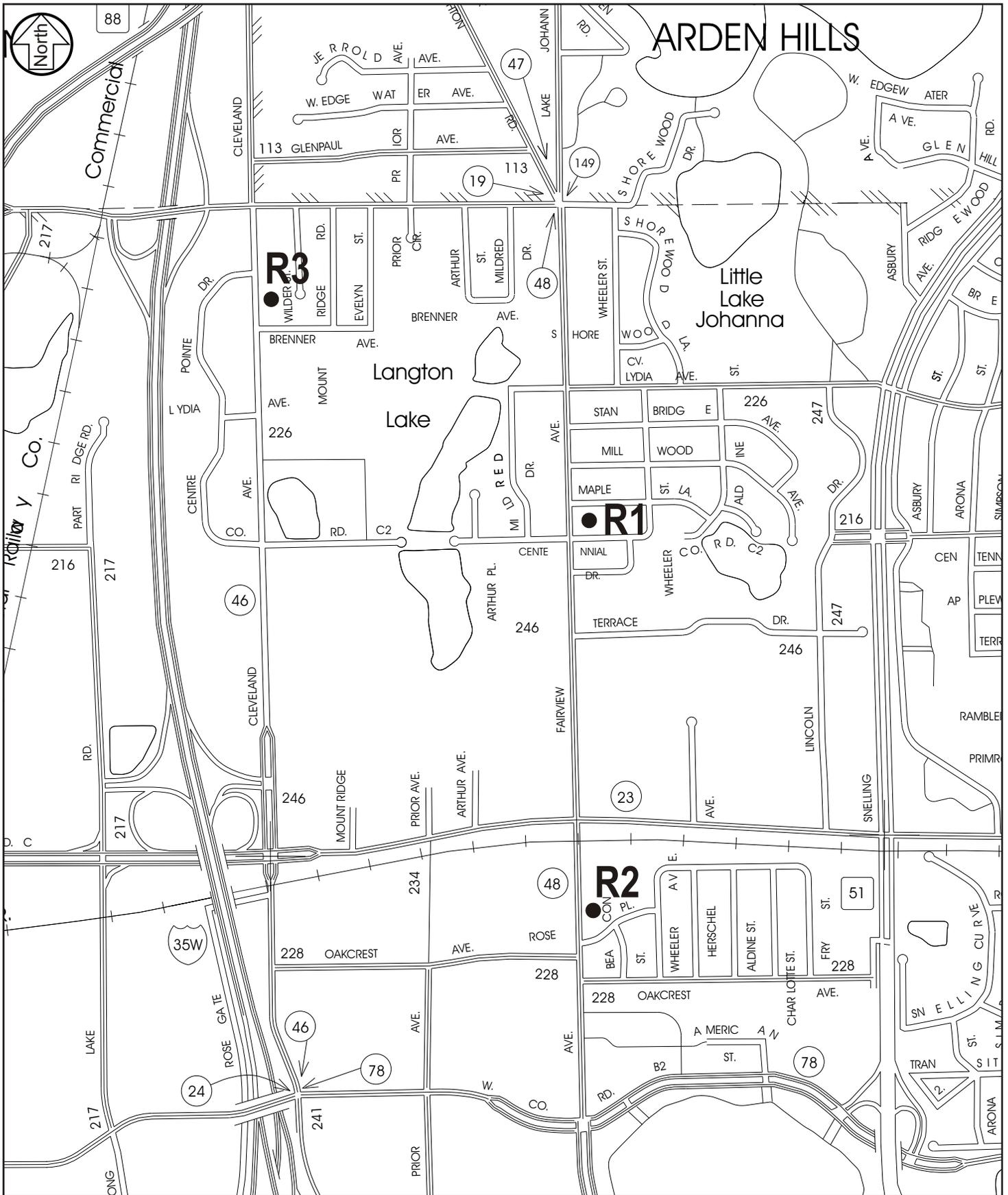
-
- 1 Fairview Avenue north of County Road C2
 - 2 Fairview Avenue south of County Road C
 - 3 Cleveland Avenue between County Road C2 and County Road D

* See Figure 8: Noise Receptor Site Locations

These three noise receptors represent first-row residences adjacent to Fairview Avenue and Cleveland Avenue, and fall within Noise Area Classification One (NAC-1). Minnesota State noise standards for NAC-1 are shown in Table 9. The L₁₀ and L₅₀ are the noise levels in decibels that are exceeded 10 and 50 percent, respectively, of a given time interval, usually one hour.

Table 9
Minnesota State Noise Standards

MPCA State Noise Standards					
Land Use	Code	Daytime (7 a.m. – 10 p.m.)		Nighttime (10 p.m. – 7 a.m.)	
		dBA		dBA	
Residential	NAC-1	L ₁₀ of 65	L ₅₀ of 60	L ₁₀ of 55	L ₅₀ of 50
Commercial	NAC-2	L ₁₀ of 70	L ₅₀ of 65	L ₁₀ of 70	L ₅₀ of 65
Industrial	NAC-3	L ₁₀ of 80	L ₅₀ of 75	L ₁₀ of 80	L ₅₀ of 75



NOISE RECEPTOR SITE LOCATIONS

TWIN LAKES ALTERNATIVE URBAN AREA WIDE REVIEW UPDATE
 City of Roseville

Figure 8

Traffic noise levels modeled at the three residential areas from the Year 2001 Twin Lakes AUAR ranged from 68 to 70 dBA¹ (daytime L₁₀) under year 2001 conditions. Traffic increases from year 2001 to year 2020 with the proposed Twin Lakes development were reported to result in a 1 to 2 dBA increase (daytime L₁₀). Potential traffic noise impacts on the three residential areas adjacent to the AUAR area were again reviewed consistent with the 2001 Twin Lakes AUAR.

Predicted daytime and nighttime peak hour traffic generated noise levels were estimated using the noise prediction program “MINNOISE,” a version of the Federal Highway Administration (FHWA) noise model “STAMINA” adapted by the Minnesota Department of Transportation (Mn/DOT) and approved by the Minnesota Pollution Control Agency (MPCA). Peak hour (daytime and nighttime) traffic generated noise levels were estimated for existing (year 2006) and year 2030 conditions with the Twin Lakes redevelopment (Scenario A). Scenario A was reviewed as a conservative review, representing the worst-case scenario. Data input into the noise models include traffic volumes, vehicle mix, and receptor locations. Posted speeds were used to model all roads.

The MPCA defines daytime as 7 a.m. to 10 p.m. and nighttime as 10 p.m. to 7 a.m. Traffic noise analyses are typically conducted for the peak noise hour during both daytime and nighttime when free flow traffic conditions create the highest noise levels. The existing (year 2006) and future year 2030 build conditions p.m. peak hour traffic volumes were used to model daytime traffic noise levels. The nighttime peak hour traffic is generally from 6:00 a.m. to 7:00 a.m., just prior to the morning rush hour. Nighttime traffic volumes were estimated for project area roadways from average daily traffic (ADT)² volumes, generally between two and four percent of the ADT.

However, peak noise levels do not always correspond to peak traffic hours. This is the case when increased congestion causes reduced speeds. Level of service C conditions is considered to represent peak traffic noise conditions. To account for this phenomenon, a default traffic volume of 1,500 vehicles per lane per hour for I-35W and 600 vehicles per lane per hour for local roadways was used in the noise models when existing and projected traffic volumes exceeded these thresholds.

Existing (year 2006) and year 2030 build condition daytime and nighttime traffic noise levels are shown in Tables 10 and 11, respectively. Noise levels currently exceed State daytime and nighttime noise standards at all three modeled receptor locations (existing year 2006). Traffic noise levels will increase from one to three dBA from existing (year 2006) to year 2030 Scenario A build conditions. The observed increases are the result of higher traffic volumes under this future development scenario.

¹ To approximate the way that an average person hears sound, an adjustment, or weighting, of the high- and low-pitched sounds is made. The adjusted sound levels are stated in units of “A-weighted decibels” (dBA).

² Average daily traffic (ADT) volumes for project area roadways in the noise models was estimated using p.m. peak hour volumes. The p.m. peak hour volumes were assumed to be approximately 8 to 12 percent of ADT, based on percentages used for the 2001 AUAR traffic noise analysis.

The largest increase in traffic noise was observed at Receptor 1 under year 2030 Scenario A build conditions. Receptor 1 was estimated to have a three dBA (nighttime L₁₀) and four dBA (nighttime L₅₀) increase from existing to build conditions. A three dBA change is barely perceptible to the human ear; a five dBA change is noticeable.³ Please recall that the nighttime peak hour traffic is generally from 6:00 a.m. to 7:00 a.m., just prior to the morning rush hour.

Year 2030 build conditions analyses assume a similar heavy truck percentage as the existing models. However, under the future redevelopment scenario, land uses in the Twin Lakes AUAR area include more residential and office/business uses than exist today. These types of land uses typically generate less heavy truck traffic, and as a result, the heavy truck percentage on the adjacent roadways will likely be lower than what was modeled. Therefore, it is likely that future traffic noise levels will be unchanged from existing conditions and thus the analysis results present the worst-case potential noise scenario.

Table 10
Year 2006 Traffic Noise Analysis – Daytime

Receptor	Existing (Year 2006)		Year 2030 Build Scenario A		Difference between Year 2030 Build Scenario A and Year 2006 Existing	
	L ₁₀	L ₅₀	L ₁₀	L ₅₀	L ₁₀	L ₅₀
R1	68	60	69	61	1	1
R2	70	63	71	64	1	1
R3	71	64	73	67	2	3
State Standards	65	60	65	60	-	-

Table 11
Year 2006 Traffic Noise Analysis – Nighttime

Receptor	Existing (Year 2006)		Year 2030 Build Scenario A		Difference between Year 2030 Build Scenario A and Year 2006 Existing	
	L ₁₀	L ₅₀	L ₁₀	L ₅₀	L ₁₀	L ₅₀
R1	63	53	66	57	3	4
R2	65	57	65	57	0	0
R3	67	58	69	61	2	3
State Standards	55	50	55	50	-	-

³ Minnesota Pollution Control. 1999. *A Guide to Noise Control in Minnesota*.

Minnesota Statute 116.07, Subd. 2a. states that municipal and county roads are exempt from state noise standards, except for those roadways where full control of access has been acquired and for roads in the cities of Minneapolis and St. Paul. The Twin Lakes AUAR adjacent roadways (e.g., Fairview Avenue, Cleveland Avenue) are City or County roads without full control of access (e.g., direct driveway connections) and are exempt from State noise standards per Minnesota Statute. Therefore, no traffic noise mitigation is proposed.

CONCLUSIONS AND RECOMMENDATIONS

Based on this analysis, the following comments and recommendations are offered for your consideration:

Traffic Operations Analysis

- Under existing p.m. peak hour conditions, all key intersections operate at an acceptable overall LOS D or better with existing traffic controls and geometric layout, except for the intersection of County Road C/Snelling Avenue. This intersection currently operates at an undesirable LOS F.
- In order to improve County Road C/Snelling Avenue intersection operations to LOS D, the following geometric improvements are recommended:

County Road C at Snelling Avenue

- Construct an additional north and southbound through lane along Snelling Avenue
 - Construct an additional eastbound and westbound left-turn lane (dual left-turn lanes)
- The intersection improvements identified at County Road C/Snelling Avenue under existing conditions are included in the year 2030 build analysis. Results of the analysis indicate that all key intersections are expected to operate poorly (LOS F) under year 2030 Scenario A build conditions. Twelve out of 14 key intersections are expected to operate poorly (LOS F) under year 2030 Scenario B and C build conditions. As stated each scenario will operate poorly without additional mitigation.
 - The analysis results shown in Table 10 represent the level of service operations at each of the key intersections with reasonable/feasible recommended improvements. It is evident that under year 2030 Scenario A build conditions, four intersections continue to operate at undesirable LOS E or worse. This is due to the limitations placed on the recommended improvements (reasonable/feasible versus unconstrained improvements).

Table 10
P.M. Peak Hour Capacity Analysis Summary
Level of Service Results

Intersection	Level of Service			
	Existing Conditions	Year 2030 Scenario A Build Conditions	Year 2030 Scenario B Build Conditions	Year 2030 Scenario C Build Conditions
Long Lake Road at I-35W SB Ramps	B	C	C	C
Long Lake Road at County Road C	B	C	C	C
County Road C at Cleveland Avenue	D	E (60 sec.) ⁽¹⁾	D	D
County Road C at Fairview Avenue	D	E (70 sec.) ⁽¹⁾	D	D
County Road C at Snelling Avenue	F (160) ⁽¹⁾⁽²⁾	F (160 sec.) ⁽¹⁾	F (115 sec.) ⁽¹⁾	F (115 sec.) ⁽¹⁾
Snelling Avenue at County Road C2	D	E (70 sec.) ⁽¹⁾	D	D
Snelling Avenue at Lydia Avenue	D	D	C	C
Cleveland Avenue at I-35W NB Ramps	D	D	D ⁽³⁾	D ⁽³⁾
Cleveland Avenue at County Road C2	A/C ⁽⁴⁾	B	B	B
County Road D at Cleveland Avenue	C	D	D	D
County Road D at I-35W NB Ramps	C	C	C	C
County Road D at Fairview Avenue	D ⁽⁵⁾	C	C	C
Fairview Avenue at Lydia Avenue	C ⁽⁵⁾	D	C	C
Fairview Avenue at Terrace Drive	A/B ⁽⁴⁾	D	D ⁽³⁾	C

- (1) Value shown in parenthesis represents the average delay per vehicle.
- (2) Level of service improves to LOS D with the recommended at-grade intersection improvements.
- (3) LOS result is near the C/D threshold.
- (4) Indicates an intersection with side-street stop control. Overall LOS is shown followed by worst approach LOS.
- (5) Indicates an intersection with all-way stop control.

- Please note that the recommended improvements listed below, unless noted specifically for Scenario A, should be applied to all scenarios (refer to Figures 5-7 for graphical representation).

County Road C at Cleveland Avenue

- Construct a dedicated westbound right-turn lane (with turn lane storage)
- Construct an additional southbound left-turn lane (dual left-turn lanes)
(Scenario A only)
- Construct a southbound right-turn lane **(Scenario A only)**
- Construct a northbound right-turn lane **(Scenario A only)**
- Extend the existing eastbound left-turn lane **(Scenario A only)**

County Road C at Fairview Avenue

- Construct right-turn lanes for the eastbound, westbound and southbound approaches
(Scenario A only)

County Road C at Snelling Avenue

- Construct an additional north and southbound through lane along Snelling Avenue (6-lane facility) (**assumed for existing conditions**)
- Construct an additional eastbound and westbound left-turn lane (dual left-turn lanes) (**assumed for existing conditions**)
- Construct a westbound right-turn lane (**Scenario A only**)

Snelling Avenue at County Road C2

- Construct an additional north and southbound through lane along Snelling Avenue (6-lane facility) (**assumed for existing conditions**)
- Construct an additional eastbound left-turn lane (dual left-turn lanes)
- Extend the existing westbound left-turn lane
- Construct a westbound right-turn lane

Snelling Avenue at Lydia Avenue

- Construct an additional north and southbound through lane along Snelling Avenue (6-lane facility) (**assumed for existing conditions**)
- Construct an additional eastbound left-turn lane (dual left-turn lanes)

Cleveland Avenue at I-35W Northbound Ramps

- Construct an additional northbound left-turn lane (dual left-turn lanes)
- Construct a northbound right-turn lane
- Extend existing southbound left-turn lane
- Construct an additional eastbound left-turn lane (dual left-turn lanes) (**Scenario A only**)
- Construct two eastbound through lanes
- Construct a westbound left-turn lane
- Construct two westbound through lanes
- Construct a westbound right-turn lane (**Scenario A only**)

Cleveland Avenue at County Road C2

- Install traffic signal
- Construct a westbound right-turn lane
- Construct a northbound right-turn lane

Cleveland Avenue at County Road D

- Construct two northbound left-turn lanes (dual left-turn lanes) (**Scenario A only**)
- Construct an eastbound left-turn lane
- Construct an eastbound right-turn lane (**Scenario A only**)

County Road D at I-35W Northbound Ramps

- Construct a westbound right-turn lane
- Extend the existing northbound right-turn lane

County Road D at Fairview Avenue

- Eliminate the northwest approach (New Brighton Road) to create a 4-legged intersection
- Convert County Road D to a three-lane section between Cleveland Avenue and Fairview Avenue with a continuous center left-turn lane
- Install traffic signal
- Construct a northbound left-turn lane
- Construct a southbound right-turn lane

Fairview Avenue at Lydia Avenue

- Install traffic signal
- Construct a northbound right-turn lane
- Construct a southbound left-turn lane
- Construct a westbound right-turn lane

Fairview Avenue at Terrace Drive

- Install traffic signal
 - Construct an eastbound and westbound left-turn lane
 - Construct two eastbound and westbound through lanes (**Scenario A only**)
 - Construct an eastbound and westbound right-turn lane
 - Construct a northbound and southbound left-turn lane (**Scenario A only**)
 - Construct northbound and southbound right-turn lanes
- In addition to adjacent roadway geometric improvements, other strategies are available to reduce the amount of traffic that a development/redevelopment generates (Travel Demand Management (TDM)), thus affecting the way the adjacent roadway operates. The following proposed actions are provided as a guide toward TDM strategy implementation:
 - Support and Promote Bicycling and Walking as Alternatives
 - Support Transit as an Alternative
 - Support and Promote Car and Vanpooling
 - Provision of Information on Transportation Alternatives
 - Vehicular Traffic Movement & Access Restriction
 - Participate with Regional TDM Organizations
 - Monitor Action Implementation and Goal Achievement

Vehicle-Related Air Quality Analysis

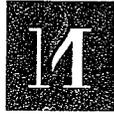
- Predicted CO concentrations at the intersection of County Road C/Fairview Avenue and County Road C/Snelling Avenue will be below state standards after completion of the project in year 2030. Because these intersections are the two worst case intersections in terms of level of service and total delay, CO concentrations at other intersections in the study area would likely be lower than those predicted at the analyzed intersections.

Vehicle-Related Noise Analysis

- Noise levels currently exceed State daytime and nighttime noise standards at all three modeled receptor locations (existing year 2006). Traffic noise levels will increase from one to three dBA from existing (year 2006) to year 2030 Scenario A build conditions.
 - The largest increase in traffic noise was observed at Receptor 1 under year 2030 Scenario A build conditions. Receptor 1 was estimated to have a three dBA (nighttime L_{10}) and four dBA (nighttime L_{50}) increase from existing to build conditions. A three dBA change is barely perceptible to the human ear; a five dBA change is noticeable. Please recall that the nighttime peak hour traffic is generally from 6:00 a.m. to 7:00 a.m., just prior to the morning rush hour. The noise analysis results presented represent the worst-case potential noise scenario.
- The Twin Lakes AUAR adjacent roadways (e.g., Fairview Avenue, Cleveland Avenue) are City or County roads without full control of access (e.g., direct driveway connections) and are exempt from State noise standards per Minnesota Statute. Therefore, no traffic noise mitigation is proposed.

Appendix F

**Letter Dated April 6, 2001 from the Minnesota Historic
Preservation Office**



MINNESOTA HISTORICAL SOCIETY

STATE HISTORIC PRESERVATION OFFICE

April 6, 2001

Ms. Ellen Berkelhamer
Senior Planner
Dahlgren Shardlow and Uban
300 First Avenue North, Suite 210
Minneapolis, MN 55401

RE: Twin Lakes AUAR
Roseville, Dakota County
SHPO Number: 2001-1624

Dear Ms. Berkelhamer:

Thank you for consulting with our office during the planning process for the above referenced project.

We do not believe that an archaeological survey of the above project area is necessary.

However, we note the presence of a number of buildings on the project site. We would recommend that you submit photographs and construction dates for any buildings over 50 years old for an initial assessment.

Please contact us at (651) 296-5462 if you have any questions regarding our comments on this project.

Sincerely,

Dennis A. Gimmestad
Government Programs and Compliance Officer

Appendix G

Draft AUAR Update Comments and Responses (received prior to the RGU authorizing distribution of the document for the public comment period)

Jamie Radel

From: [REDACTED]
Sent: Monday, August 20, 2007 3:37 PM
To: Jamie Radel
Subject: AUAR

The "Draft Twin Lakes AUAR Update" sounds good to me. Betty Elholm

Get a sneak peek of the all-new AOL.com.

8/23/2007

Comments on the "Twin Lakes AUAR Update"

Comments for 8/20/07 Roseville City Council Meeting
Tam McGehee

1. When is an "update" no longer an "update?" This "update" appears to be a new AUAR. This assertion is based upon the changes in the underlying assumptions as well as the changes in subareas. Both of these alterations make it very difficult to actually compare and analyze the changes particularly with respect to density, intensity, and traffic. These key factors are essential to any meaningful environmental review. Furthermore, if this is a new AUAR and not an update, then the review process by the agencies and the public should be greater.
2. An AUAR under EQB rules must have a scenario consistent with the Comprehensive Plan. When the Twin Lakes Master Plan was amended into the Comprehensive Plan it specifically outlined the development approved in this area. In the Friends of Twin Lakes litigation the court stated that this plan was part of the Comprehensive Plan. This "updated" AUAR has no scenario consistent with the Twin Lakes Master Plan as Amended to the Comprehensive Plan on June 26, 2001. Transcripts of the Council Meeting where the Amendment was discussed and passed clearly outline the reasons that the "Retail Scenario 1A" was specifically deleted from the amendment. It also provides a clear and comprehensive discussion of the reasons the staff supported and the Council approved only Scenario 1 for the area.

If more support than the transcript of the meeting is needed, Page 9 of the Twin Lakes Master Plan includes a chart stating 0% retail both before and after redevelopment.

3. It appears from the scenarios proposed in this AUAR "update" that the increase in density and retail is consistent with exactly the "Retail Scenario 1A" of the Twin Lakes Master Plan—exactly the scenario that was rejected by the Council and is not part of the Comprehensive Plan.
4. As for the additional environmental review requested by the Court in the Twin Lakes litigation, it has not been done (with the exception of a bit for Xtra Lease and Old Dominion).

There has been no additional work trying to identify the source of TCE contamination in the ground water. In fact, it is known that there is TCE in the ground water from the five monitoring wells. What the city has failed to do at either the request of citizens or the court is to construct additional wells to see if the TCE is flowing across the site or originating on the site in isolated pockets. The AUAR cannot conclude that there are "no known hazards to groundwater" when there are known to be at least pockets of TCE which are now or could be due to construction leaking into the groundwater.

In spite of commentary in the newspaper and comments by the DNR and the U.S. Fish and Wildlife Service in the EAW review process for the proposed Northwestern College expansion, this AUAR fails to provide any analysis of permanent or migratory wildlife in the area. This AUAR wishes to rest upon the fact that there are no "endangered species" here rather than address the requests of the DNR and U.S. Fish and Wildlife Service regarding great concern for the small amount and continuing loss of wildlife habitat in the northern suburbs. The wildlife corridor from Langton Lake to Oasis Pond along the ditch to Little Lake Johanna and on to Lake Johanna is a critical wildlife habitat area. Testimony during the Twin Lakes review and litigation by a noted birder and faculty member of the University of

Minnesota emphasized the importance of the area around Langton Lake as an oasis for migratory songbirds.

5. The AUAR on Page 61 fails to identify any scenic views. Documents supplied during the Twin Lakes litigation capture many scenic views. To those who enter this park, located in a first-ring suburb and only blocks from Rosedale and Interstate 35W, all the natural views unencumbered by man made artifacts are scenic. This area is a beautiful haven and should be described and preserved as such.
6. Although there was much discussion of the noise, light, and air pollution that would be created by the increased levels of traffic from the unnecessary and ill-conceived proposed Twin Lakes Parkway during previous litigation, an analysis of that environmental impact on the wildlife and residents in the area is non-existent. It is almost as though in the case of the area surrounding Twin Lakes, the City Government has no interest in protecting the health, welfare and safety of the residents.
7. This is the third year of water quality monitoring of Langton Lake. Following the completion of the first two years, Langton Lake has been forwarded by the Metropolitan Council scientists to the DNR to be listed as an impaired water. As an impaired water, other regulations go into effect to safeguard the water quality and aquatic habitat and watershed. This information has not been included or even acknowledged in this AUAR.
8. As explained earlier, the significant changes to the subareas and consequent recalculation of traffic volumes takes a good deal of time to fully analyze. However, it is known and documented that the original motivation for Twin Lakes Parkway was to create a road that would carry freeway traffic through the area to Highway 51. In the 2001 AUAR, MNDOT made it very clear that such a road could not enter Snelling Avenue (Highway 51) between County Road C and County Road C-2. This is still true. Since this proposed Parkway remains in place, it serves no purpose than to take traffic from the County Road C exit of 35W and distribute it into residential neighborhoods, impacting the health, safety, and welfare of those residents.

Mitigation strategies for this unnecessary traffic influx are expensive and unplanned. Although traffic signals are suggested for Lydia and Fairview, the county has no plans to widen Fairview. MNDOT has just stated in comments on the proposed Northwestern College expansion that if that expansion does not go forward, there would be no necessity for lights at Fairview and Lydia and there are no plans to either redo the intersection or install traffic lights. Widening the road would negatively impact the homes of residents along Fairview and expansion would be impossible beyond County Road D on Fairview.

This AUAR is not an "update" nor is it complete or accurate. It is yet another thinly veiled attempt to inflict massive traffic impacts on the surrounding residential neighborhoods, jeopardizing the residents' health, safety, and welfare. It is also an obvious attempt to circumvent the "environmental review" ordered by the court and to attempt to put retail into an area where it is specifically barred by the Comprehensive Plan.

*Bench
8/20/07*

(DRAFT) FINAL TWIN LAKES AUAR UPDATE

PUBLIC COMMENTS

Augusts 20, 2007

Comments by Al Sands:

I incorporate by reference my previous comments, including:

1. My written comments included with the July 16 study session.
2. My comments attached to the draft of minutes August 6, 2007 as shown by August 13 council packets—
 - Council agenda and packets dated Jan. 8, 2001, and June 26, 2001
 - Al Sands comments dated July 16
 - Al Sands comments dated July 21
3. My comments attached to the August 13 Council Meeting:
 - My and Dan Roe's e mails
 - Mayor Klausing's Grand Deceptions

All of the above comments are focused on our former development director's attempt to re invent the nature of the Twin Lakes Master Plan by claiming the options as shown in Map 3 in the appendix to the Master Plan are still viable and operative, making the Twin Lakes Master Plan into the kind of anything goes "mixed use" plan Mayor Klausing is still desperately seeking, in his effort to escape from the straight jacket of the real Twin Lakes Master Plan. The development director's co-conspirators apparently include our City Attorney, as Dan Roe informs me he has been advising the development department, and the Mayor.

The options as shown in Map 3 were *discarded* in January 2001, when staff, the planning commission, and the council agreed on a combination of options 2 and 3 to create the actual mix of the Twin Lakes land use plan. Additionally, they decided to study the impacts of big box and strip malls on blocks six and seven—as requested by the Regan group owning property there.

On June 26, 2001 staff requested that Council choose between the planned scenario #1 and the “big box” option—and, to make a final determination of land use. Council elected to amend the Twin Lakes Comprehensive Plan by accepting the “no retail” option called “scenario #1”. And that is the land use plan for Twin Lakes. It is more fully described in pages 9-11 of the Twin Lakes Master Plan.

The only rationale for making this claim (that Map 3 provides a multiple of uses) is that Map 3 is still included in the Appendix to the Twin Lakes Master Plan—but so is the 1988 Plan, and other historical maps. Their inclusion into the appendix has no other real significance.

The result of Council relying on this false claim is a flawed, inaccurate, and intentionally deceptive, fraudulent revised Twin Lakes AUAR “update”. This is not an update. It is a complete re-write and revision. It’s expected “approval” as accurate and complete by a split council will send it on to the reviewing agencies, without any incorporation of any of my citizen’s comments.

COMMENTS TO THE PUBLIC

The public has no meaningful say or participation in this AUAR process. It’s a process between the Council and reviewing agencies only. While the Council *must* address any future comments of reviewing agencies, it is free to yawn and ignore the citizens of Roseville. That is their option, as usual. So don’t be surprised if my comments go ignored, along with other possible “public comments” This process tonight is strictly for “show”.

COMMENTS TO FUTURE DEVELOPERS

Please do not rely on this AUAR to clear your way if your plans do not conform to the real Twin Lakes Master Comprehensive Plan, and the included Master Plan, scenario 1, as described on pages 9-11 of the Master Plan. Council's and Staff's previous attempts to do so have resulted in financial and emotional tragedies for many people, many land owners in Twin Lakes, many developers included in the Twin Lakes LLC plans, and the City itself.

MAYOR KLAUSING'S RESPONSIBILITY

There is one person especially responsible for the mess this City now finds itself in regarding the Twin Lakes fiasco, and that is Mayor Klausing. Mayor Klausing has been in positions of power through out the development of the Twin Lakes Master Plan, first on the planning commission, then on the Council, and finally as Mayor. I believe he knows the true nature of the plan, and that the reliance of this AUAR update as being consistent with the existing Twin Lakes Comprehensive plan is "bogus", making the total AUAR document inaccurate and incomplete. I think he is merely *playing* "dumb" in order to achieve the outcome of a Council free to play any game it wants in Twin Lakes.

The truth will come out eventually, and Mayor Klausing and his co conspirators ultimately will not prevail.

**Responses to Public Comment
Draft Twin Lakes Business Park AUAR Update**

Comment	Response
<p>The Draft AUAR Update development scenarios are fundamentally flawed as they are not solely based on the “preferred” alternative scenario from the 2001 AUAR.</p> <p><i>From: Dick Houck, Tam McGehee, and Al Sands</i></p> <p>The revisions to the 2001 AUAR are beyond the scope of an update.</p> <p><i>From: Tam McGehee</i></p>	<p>See attached memorandum dated August 3, 2007.</p>
<p>The environmental site assessment activities within the project area are incomplete.</p>	<p>Subpart 7 of Minnesota Rule 4410.3610 provides the framework by which an AUAR is updated. Nowhere within this text does it define the extent to which a Responsible Governmental Unit (RGU) is limited in its update of its AUAR. Upon review of the 2001 AUAR in 2006, it was determined that the level of analysis that was completed in 2001 would not meet the standards of current AUARs and, therefore, the update of the 2001 has been extensive.</p>
	<p>Minnesota Rule 4410.3610, subp. 4 states: “The content and format [of an AUAR] must be similar to that of the EA W, but must provide for a level of analysis comparable to that of an EIS for impacts typical of urban residential, commercial, warehousing, and light industrial and associated infrastructure.” Question 19.b. of the EA W asks the RGU to describe site soils, soil granularity, and the potential for groundwater contamination from wastes or chemicals spread or spilled onto the soils. In the EQB guidance document entitled: “Recommended Content and Format--Alternative Urban Area-wide Review Documents” the guidance for Question 19 provides no clarification to this question. It states: “A map should be included to show any groundwater hazards identified.”</p>

<p><i>From: Tam McGehee</i></p>	<p>In her Point 4, Ms. McGehee asserts that the City is remiss in completing additional “environmental review” requested by “the Court” during litigation between the City and the Friends of Twin Lakes. She continues that “a bit” of additional work has been completed at two specific parcels within the AUAR Area. As there was no citation included in this point, staff is unsure as to which case Ms. McGehee is making reference. Staff is assuming that she is referring to the Minnesota Court of Appeals ruling. In its ruling, the Court of Appeals concluded that the City needed to update its AUAR, which is the process that it is currently undertaking.</p> <p>As part of the Draft AUAR Update, the most recent information available regarding the environmental conditions within the AUAR Area was summarized and the bibliography of all known environmental studies within the area was updated. Based on the information to date, no known hazards to groundwater have been identified within the soil in the AUAR Area. The Draft AUAR Update reports that soil and water contamination have been identified in the area; however, the source of the TCE contamination in the groundwater within this area has not been identified at this time. In addition, Mitigation Strategies 10 – 13 identify how the City will handle issues associated with the environmental contamination within the AUAR Area, including the implementation of recommendations from the 2004 area-wide groundwater study.</p>
<p>Impact to wildlife habitat is not addressed.</p>	<p>Question 11.a. asks: “Identify fish and wildlife resources and habitats on or near the site and describe how they would be affected by the project. Describe any measures to be taken to minimize or avoid impacts.” The guidance document states: “The description of wildlife and fish resources should be related to the habitat types depicted on the cover types maps (of item 10). Any difference in impacts between development scenarios should be highlighted in the discussion.” The response to this question examines wildlife resources and habitat based</p>

on existing land type and offers a mitigation strategy as to how to improve habitat in the future, including creating connectivity between habitat by restoring native habitat along existing ditches.

Question 11.b. states: "Are there any state-listed (endangered, threatened or special concern) species, rare plant communities or other sensitive ecological resources such as native habitat, colonial waterbird nesting colonies or regionally rare plant communities on or near the site?" Further, the AUAR guidance document directs: "For an AUAR, prior consultation with the DNR Natural Heritage Program for information about reports of rare plant and animal species in the vicinity is required. If such consultation indicates the need, an on-site habitat survey for rare species in the appropriate portions of the AUAR Area is required. Areas of on-site surveys should be depicted on a map, as should any "protection zones" established as a result." Based on this question and the guidance document, the City requested information from the Minnesota Department of Natural Resources to determine if there were known occurrences of any of the above referenced resources. The DNR records did not indicate that an on-site survey was required.

From: Tam McGehee

Scenic views are not identified.

Scenic views are addressed under Question 26, "Visual Impacts," which reads: "Will the project create adverse visual impacts during construction or operation? Such as glare from intense lights, lights visible in wilderness areas and large visible plumes from cooling towers or exhaust stacks?" Further, the AUAR Guidelines state: "If any non-routine visual impacts would occur from the anticipated development from the AUAR review, this should be discussed here along with appropriate mitigation." The Draft AUAR Update states that no non-routine visual impacts are anticipated. This means that no adverse visual impacts are anticipated, as that term is understood within the context of the EQB Rules and the AUAR Guidelines. The views, or changes to existing views, will be typical and routine for new

<p><i>From: Tam McGehee</i></p>	<p>development in urban areas, including activities during construction. Langton Lake and Langton Lake Park are important local resources, but they are not wilderness areas or highly sensitive natural resources as generally understood under environmental review standards. The development that will occur within the Twin Lakes area will be routine—new office, business, and residential buildings with associated roadways, parking areas, and landscaped yards. New development may include office buildings as tall as seven stories, which would be visible from Langton Lake Park. This type of view is routine with new development in urbanized areas. No development is anticipated within Langton Lake Park itself that would impact views into or out of the park. The anticipated development would be similar to what has happened in other park settings in the urbanized Metropolitan Area.</p>
<p>An analysis of environmental impacts to wildlife and residents due to the construction of Twin Lakes Parkway is not included in the Draft AUAR Update.</p> <p><i>From: Tam McGehee</i></p>	<p>Impacts on wildlife and wildlife habitat are included under Questions 11 and 12 of the AUAR Update. The text under Question 11 notes that wildlife is dependent largely on woodlands, grasslands, and wetlands and that the study area “is comprised of buildings, parking areas, and other mixes of impervious surfaces” that provide “little or no value to wildlife,” and that the study area “has been fully developed for more than 30 years.” The text under Question 12 notes that a portion of future Twin Lakes Parkway would cross an existing pond and wetland in the southeast corner of Langton Lake Park. The construction of the roadway would convert that area to impervious roadway and landscaped boulevard. The city would follow applicable regulations under Rice Creek Watershed jurisdiction for removal and mitigation of this wetland area.</p>

Information regarding water quality monitoring of Langton Lake was submitted to the Metropolitan Council, which was then forwarded to the DNR to list the lake as an "impaired" water body, has not been included in the document.

From: Tam McGehee

New reliable information on water quality monitoring, if available, could be included in the appendix to the AUAR update. The AUAR notes under Question 17 Water Quality – Surface Water Runoff that "Langton Lake is neither on Metropolitan Council's 'priority lakes' list nor the State's impaired waters ('303d') list." Water quality data is collected through the Citizen Assisted Monitoring Program (CAMP). Every two years the Minnesota PCA lists impaired waters based on CAMP data. Langton Lake was not on the 2006 list. Early in 2008 MPCA will compile the latest data and issue a new list. The AUAR Update concludes that "current water quality is likely high enough that it would not be listed for impairment" and that under reasonable development scenarios water quality would likely improve. If Langton Lake were included on a future impaired waters list, the City would then need to address that through the MPCA.

Strategies developed to mitigate traffic impacts are expensive and would not be necessary if development in this area did not take place.

From: Tam McGehee

The intent of the AUAR is to analyze impacts of development should it occur under various scenarios. Some development is assumed under any of the scenarios in accordance with the City's comprehensive plan. Analyzing traffic impacts and mitigation of the impacts does not guarantee that such traffic projects will be undertaken, it merely shows what the impacts would be if it did happen. That is the purpose of environmental review.



Community Development Department

Memo

To: Mike Darrow, Interim Community Dev. Director
From: Jamie Radel, Economic Development Associate
Date: August 3, 2007
Re: Response to Email from Al Sands Regarding the Twin Lakes AUAR

On Monday, July 23, Al Sands sent an email to City Councilmembers regarding the Twin Lakes Alternative Urban Areawide Review (AUAR) Update. In this correspondence, he brings forward two major points, including:

1. The need for public participation prior to submitting the AUAR Update to the reviewing agencies; and
2. The assertion that the current draft of the AUAR Update is not accurate due to the interpretation staff has taken on the future land use designation within the Twin Lakes area.

Issue 1 has been discussed with the Council in July 2006 and will be decided upon by the Council on Monday, August 6 meeting. The following memorandum details staff's findings and conclusions related to issue two—the future land use designation for the Twin Lakes area.

In his correspondence, Mr. Sands claims that the Scenario #1 in the 2001 Twin Lakes AUAR is the future land use scenario for Twin Lakes area, which prescribes a mix of uses associated with specific geographic locations within the project area. He bases his argument regarding the land use designation of the Twin Lakes area on two key documents—the August 10, 2006 Minnesota Court of Appeals Opinion in the Friends of Twin Lakes vs. City of Roseville et al and the June 26, 2001 City Council Meeting Minutes for Item H.1., entitled: "Public Hearing to Consider Findings of Alternative Urban Areawide Review (AUAR), Acceptance of a Mitigation Plan and Amendment to the Comprehensive Plan for the Renewed Twin Lakes Master Plan (PF3232)." Staff has reviewed each of these documents as they relate to the master plan document and the findings are detailed below.

2006 Court Opinion Related, the 2001 Master Plan, and the AUAR Update

The Court of Appeals found that, due to its adoption into the City of Roseville's Comprehensive Plan, the Twin Lakes Master Plan, dated June 26, 2001, was the future land use guide for that area. Although the 2006 Court of Appeals ruling elucidated the issue of the adoption of the Master Plan in to the Comprehensive Plan, the court did not provide a discreet interpretation of that Master Plan. As will be described below, there is no one explicit master plan or land use designation for the Twin Lakes area.

Former Community Development Director John Stark worked with both the City Planner as well as City Attorney to interpret the future land use designation for the Twin Lakes area based on the adopted Comprehensive and Master Plans. In his analysis of the Rottlund Homes proposals within the Twin Lakes Area, he wrote in his November 1, 2006 staff report to the Planning Commission:

The City of Roseville's Comprehensive Plan currently designates the subject area as "BP-Business Park." Furthermore, the Minnesota Court of Appeals' August 10, 2006 ruling concluded that the City further amended the Comprehensive Plan to reflect the Twin Lakes Business Park Master Plan (attached as Exhibit A) in 2001. The Master Plan specifically states: "[this] new master plan amendment of 2001 will designate the areas as "BP" – Business Park." The 2001 Master Plan also includes four future land-use maps ("Options 2, 3 and 4" and the "Twin Lakes AUAR Future Land Use Scenario") and several pages of text describing future land-use scenarios and goals. The conclusion that the intent of the 2001 Master Plan was to provide for a flexible mix of Business Park uses is further supported in a letter from the former City of Roseville staff people (Dennis Welsch and Cathy Bennett) who were the principle authors of the 2001 Master Plan. In that letter (Attached as Exhibit B), Mr. Welsch and Ms. Bennett conclude that the Master Plan was intended to provide a framework for a flexible mix of Business Park uses and that the current proposal is consistent with that plan.

Staff has concluded (with the input of the City Attorney's Office), that the underlying Comprehensive Plan designation of the subject area is "BP – Business Park" in a manner that is conceptually consistent with the mix of uses and stated goals that are described in the maps and text of the 2001 Master Plan.

The uses envisioned within the Comprehensive Plan designation of "BP – Business Park" include: office, office-laboratory, office-showroom-warehousing, bio-technical, biomedical, high-tech software and hardware production uses with support services such as limited retail, health, fitness, lodging and multifamily housing. While not specifically listed, it is presumed that "support services" would also include limited restaurant space.

The uses illustrated in the four maps and accompanying text of the 2001 Master Plan include: manufacturing, office, high-tech flex, housing, medical, service mix and retail mix. More specifically, those uses that are included solely in the Subject Area include: manufacturing, office, high-tech flex, housing and medical.

As part of the AUAR Updating process, the State requires that the responsible governmental unit (RGU), in this case the City of Roseville, include a "worst-case" scenario based on future land uses planned for that area that are consistent with the Comprehensive Plan. Bonestroo, the consulting firm retained to complete the AUAR Update, examined each of the four maps depicting land use scenarios for the Twin Lakes area, and compiled a list of all uses for each block area. The use that generated the largest potential impact for a particular environmental criteria was then described as the "worst case" based on the Comprehensive Plan. The 2001 AUAR Update

Scenario #1 was incorporated into that review of potential uses. The additional two scenarios presented in the AUAR Update are derivatives of the land uses identified through in the Master Plan that detail levels of development for office-focused and housing focused projects based on traffic sensitivity tests.

2001 City Council Meeting Minutes, 2001 Master Plan, and the AUAR Update

In addition to the 2006 Court Ruling, Mr. Sands relies on the meeting minutes from the June 26, 2001 City Council Meeting in determining that Scenario #1 is the master plan for the Twin Lakes area. At that time, the meeting minutes were very brief and did not include all of the discussion brought forward. The following are the minutes, in their entirety, for this agenda item.

Hearings

A brief recess followed the presentation of H-1.

Kysylyczyn opened the public hearing and accepted public comment regarding the findings of the Comprehensive Plan amendment and the AUAR, consecutively.

Mastel moved, Maschka seconded, by resolution, to approve the final amendment of the Comprehensive Plan for the Twin Lakes Business Park area from "Business" and "Industrial" to "Business Park" as described in the Twin Lakes Master Plan dated June 26, 2001 and as amended by Council with the Scenario #1. The amendment shall also include the findings of the AUAR and mitigation plan. Roll Call, Ayes: Goedeke, Mastel, Klausing, Maschka and Kysylyczyn. Nays: none.

Klausing [moved], Goedeke seconded, to adopt a resolution accepting the findings of the AUAR and Mitigation Plan for the Twin Lakes Business Park and to authorize staff to prepare response letters to the agencies providing comment and to resubmit the Mitigation Plan to the EQB for final comment. Roll Call, Ayes: Goedeke, Mastel, Klausing, Maschka and Kysylyczyn. Nays: none.

In local government, language contained within resolutions, not those of the meeting minutes, solidifies the regulatory and policy framework of the city. The resolution that was an outcome of the discussion and motion referenced above was Resolution No. 9904 (see attached resolution); its purpose is clearly identified in its title: "A Resolution Approving an Amendment to the Comprehensive Plan Map Designation from "B" (Business) and "I" (Industrial) to "BP" (Business Park) for Properties Generally Known as the Twin Lakes Business Park..." This resolution changes the future land use designation from Business and Industrial to Business Park. The findings identify that the Planning Commission held a public hearings on this issue, the desire to amend the land use designation, the definition of the Business Park land use category, and that "an Alternative Urban Areawide Review (AUAR) and a Mitigation Plan for the Twin Lakes Business Park Master Plan have been prepared and reviewed on June 26, 2001." Nowhere in this resolution does it make reference to

Scenario #1, but the resolution explicitly calls out the land use designation for the area as BP-Business Park.

In addition, Mr. Sands refers to a recommendation made in a staff report to City Council, which was prepared by former Community Development Director Dennis Welsch and former Economic Development Specialist Cathy Bennett. The report dated June 26, 2001 states: "The Planning Staff recommends approval of Scenario 1 (as opposed to Scenario 1A with a retail component) as most consistent with the comprehensive plan and vision for the Twin Lakes Area." As described above, there was no formal Council action taken on this recommendation, and therefore, it remains just a staff recommendation.

Conclusions

As there is no indication in the either court ruling or the city's "legislative record" that any one map or scenario is the future land use designation for the Twin Lakes area, it continues to be staff's position that together the adopted Comprehensive and Master Plans informs the future land use for this area.

From: [REDACTED]
Sent: Monday, July 23, 2007 2:37 PM
To: *RVCouncil
Cc: Bill Malinen
Subject: Item 12e on the agenda: Approving the AUAR process

1. The AUAR shouldn't be sent to agencies until after public comment has been received and incorporated into it.
2. It will be impossible for Council to declare this AUAR update as "complete and accurate" at any time because of the disconnect between the real Twin Lakes Comprehensive Plan, as amended by Council on 6/26/01, and the Fantasy Twin Lakes Comprehensive Plan as declared in this AUAR. Enclosed are:

A. Excerpts from the Friends of Twin Lakes vs. City of Roseville Appeals Courts Decision ruling that the master plan approved 6/26/01 is an amendment to the Twin Lakes Comprehensive Plan and made by Council and integral part of the Twin Lakes Comprehensive Plan, as was also the 2001 AUAR.

B. My commentary explaining the difference between the real Twin Lakes Master Plan, and the strange claims made that the three scenarios in the AUAR update are consistent with the Twin Lakes Master Plan. They are not consistent with the comp plan.

**EXCERPT FROM THE STATE OF MINNESOTA COURT OF APPEALS
OPINION**

FRIENDS OF TWIN LAKES VS. CITY OF ROSEVILLE ET AL

FILED AUGUST 10, 2006

COMPREHENSIVE PLAN AMENDMENT

...THE CITY RELIED ON AN ATTORNEY'S OPINION THAT A MASTER PLAN IS "NOTHING MORE THAN A CONTRACT, OR COULD BE LOOKED AT AS A SITE SPECIFIC 'OFFICIAL CONTROL' WHICH GOVERNS DEVELOPMENT IN THE AREA....[AND] IT IS NOT A PART OF A COMPREHENSIVE PLAN". BUT THIS IGNORES THE FACT THAT THE CITY MADE THE MASTER PLAN A PART OF ITS COMPREHENSIVE PLAN BY AMENDMENT.

A “COMPREHENSIVE PLAN” IS DEFINED BY STATUTE AS “THE COMPREHENSIVE PLAN OF EACH LOCAL GOVERNMENTAL UNIT DESCRIBED IN SECTIONS 473.858 TO 473.862, AND ANY AMENDMENTS TO THE PLAN.” MINN. STATE S 473.852, SUB. 5 (2004) (EMPHASIS ADDED). NO ONE DISPUTES THAT HERE THE MASTER PLAN IS AN AMENDMENT TO THE CITY’S COMPREHENSIVE PLAN. THEREFORE, THE MASTER PLAN IS WITHIN THE STATUTORY DEFINITION OF A “COMPREHENSIVE PLAN”

Proposed Twin Lakes AUAR

July 11, 2007

Al Sands Commentary July 23, 2007

The Real Twin Lakes Master Plan:

June 26, 2001 Minutes:

Mastel moved, Maschka seconded, by resolution, to approve the final amendment of the Comprehensive Plan for the Twin Lakes Business Park area from “Business” and “Industrial” to “Business Park” as described in the Twin Lakes Master Plan dated June 26, 2001 and as amended by Council with the Scenario #1. The amendment shall also included the findings of the AUAR and mitigation plan. Roll Call, Ayes: Goedeke, Mastel, Klausung, Maschka, and Kysylyczyn. Nays: none.

The Twin Lakes Master Plan is further identified in pages 9-11 of the document titled “Twin Lakes Master Plan”, and as per the map identified as Map 6, Future Land Use Scenario.

The Twin Lakes Master Plan, as per the Twin Lakes Final AUAR update July 11, 2007:

-Page 10:

“The AUAR update reviews three development scenarios that are consistent with the adopted comprehensive plan (Figure 6.2).

This statement is not true. Figure 6.2 is a map showing Twin Lakes is designated as a Business Park in the Comprehensive Plan. It ignores the Twin Lakes Master Plan included in the Twin Lakes Comprehensive Plan as an amendment dated 6/26/01.

Actually, none of the three proposed scenarios are consistent with the Twin Lakes Master Plan as amended 6/26/01. That is a false statement based on a false premise of what constitutes the Twin Lakes Comprehensive Plan.

The Twin Lakes Master Plan, as per the Twin Lakes Final AUAR update July 11, 2007(continued):

-Page 11.

“The 2001 Master Plan also includes four future land use maps “(Options 2, 3, and 4” and the Twin Lakes AUAR Future Land Use Scenario”)and several pages of text”

Not True. Options 2, 3, and 4 described in Map 3 were superceded by action of the Council on January 8, 2001 and June 26, 2001. The Twin Lakes AUAR Future Land Use Scenario is the *exclusive* land use plan by action of the Council on June 26, 2001. The 6/26/01 Council packet shows Dennis Welsch, then the development director, urged the Council to vote in only one of

two possible plans. The other possible plan would have permitted big box retail on parcels 6 & 7 in sub area II.

CONCLUSION

It looks to me like the confidence and trust that the people of Roseville place in their government has been violated by the twisting and manipulation of facts in this proposed AUAR, and that the Council will become a willing accomplice to this injustice if Council actually approves this AUAR as “complete and accurate” as staff is requesting, even though they know, or should know, that the July 11,2007 AUAR document includes assertions that are “false” and/or “inaccurate”.

Council needs to stop this flawed process now, and go back and do it right, or abandon the AUAR process completely and rely in the future on individual EAW’s instead of a canned AUAR approach, as recommended by the City’s attorneys (see letter from legal counsel Squires and Anderson in their letter to the Council dated October 4, 2006).

I wish to point out that Mayor Klausing was one of the five council persons unanimously voting on June 26, 2001 to amend the plan to limit it to Scenario #1. He has full knowledge of the history of the Twin Lakes Master Plan, and has a very strong obligation to lead the way on this issue. Mayor Klausing, you know better than to go along with this AUAR fiasco. You’ve been there through this entire process, and are or should be fully aware of the truth. Please do the right thing and act accordingly.

**Extract of Minutes of Meeting of the
Roseville City Council**

Pursuant to due call and notice thereof, a meeting of the City Council of the City of Roseville, County of Ramsey, Minnesota, was duly held on the 26th day of June, 2001, at 6:30 p.m.

The following members were present: Goedeke, Mastel, Klausing, Maschka and Kyslyczyn
and the following members were absent: none

Member Mastel introduced the following resolution and moved its adoption:

RESOLUTION NO. 9904

**A RESOLUTION APPROVING AN AMENDMENT TO THE COMPREHENSIVE
PLAN MAP DESIGNATION FROM "B" (BUSINESS) AND "I" (INDUSTRIAL)
TO "BP" (BUSINESS PARK) FOR PROPERTY GENERALLY KNOWN AS THE
TWIN LAKES BUSINESS PARK, BEING GENERALLY LOCATED ALL
WITHIN THE CITY OF ROSEVILLE, MINNESOTA, EAST OF CLEVELAND
AVENUE, NORTH ON COUNTY ROAD C, WEST OF SNELLING AVENUE
AND SOUTH OF BRENNER AVENUE AND COUNTY ROAD C-2, AS
DESCRIBED AND DEPICTED ON ATTACHED EXHIBIT "A"
(Twin Lakes Business Park, PF3232)**

WHEREAS, the City of Roseville Planning Commission, at a public hearing held on December 13, 2000, received a request from the City of Roseville for approval of an amendment to the Roseville Comprehensive Plan for a Business Park ("BP"), known as Twin Lakes Business Park, as described in Exhibit "A" for the redevelopment of the 275-acre area; and,

WHEREAS, the proposal requires a Comprehensive Plan Map Designation Amendment from Business ("B") and Industrial ("I") to Business Park ("BP"); and,

WHEREAS, a Business Park has been defined as: A Business Park is an office park with a mix of service retail and housing that would serve as a more livable campus setting. It is defined as a geographically identifiable area which contains an architecturally consistent mix of office, office-laboratory, office-showroom-warehousing, bio-technical, biomedical, high-tech software and hardware production uses with support services such as limited retail, health, fitness, lodging and multifamily housing; and,

WHEREAS, after the public hearing, the Planning Commission recommended approval to the City Council, of the proposed Comprehensive Plan Amendment, based on findings in the staff report dated January 12, 2000; and,

WHEREAS, an Alternate Urban Area Review (AUAR) and a Mitigation Plan for the Twin Lakes Business Park Master Plan have been prepared and reviewed on June 26, 2001 by the City Council;

NOW THEREFORE, BE IT RESOLVED, the City Council, based on the findings listed in the Twin Lakes Master Plan and consistency with the adopted City of Roseville Plan (as revised January, 2001) hereby approves and adopts the definition and designation as "Business Park" as an appropriate land use in the Comprehensive Plan; and adopts the amendment to the Comprehensive Plan map from Business ("B") and Industrial ("I") to Business Park ("BP") for property generally legally described and located as indicated on Exhibit "A", subject to review and comments of the Metropolitan Council.

The motion for the adoption of the foregoing resolution was seconded by Member Maschka and upon vote being taken thereon, the following voted in favor thereof: Goedeke, Klausning, Mastel, Maschka and Kysylyczyn

and the following voted against the same: None

WHEREUPON said resolution was declared duly passed and adopted.

Twin Lakes Business Park General Metes and Bounds Description

The Twin Lakes Business Park is the area generally described, following centerlines, lot and parcel boundaries, as follows (all measurements are approximate):

From the Northwest Corner of Section 4, Township 29, Range 23, Ramsey County, Minnesota, south 1265 feet along the centerline of Cleveland Avenue to the point of beginning, then easterly a distance of approx. 902 feet, then southerly 315 feet, then easterly 416 feet to the west right-of-way line of the 33 foot wide Prior Avenue, then southerly along that line approx. 602 feet to the intersection with a line running southwesterly approx. 790 feet to a point along the centerline of County Road C-2 which is approx. 980 feet east of its intersection with the centerline of Cleveland Avenue, then southerly approx. 650 feet, then easterly 35 feet, then southerly approx. 300 feet, then easterly 240 feet, then southerly 270 feet, then easterly 580 feet, then north and easterly along an irregular line on the eastern boundary of Langton Lake a distance of 835 feet, then, easterly 2346 feet along the south edge of platted and Oasis Park property, then southerly a distance of 2101 feet to the south right of way of County Road C, then westerly along the south right of way a distance of approx. 4210 feet to the intersection with the centerline of Cleveland Avenue, then northerly along the Cleveland Avenue centerline a distance of approx. 4371 feet to the point of beginning.

The Twin Lakes Business Park also includes the additional connected public right of ways and public lands as follows: the Terrace Drive right of way from the eastern boundary of the Business Park boundary, easterly approx. 1000 feet to the intersection with the western right of way of Snelling Avenue; the County Road C right of way from the eastern boundary of the Business Park boundary, easterly approx. 1080 feet to the intersection with the centerline of Snelling Avenue; and the area generally west of Cleveland Avenue between Cleveland Avenue and Interstate I-35W, from County Road C approx. 3000 feet north, encompassing entry ramps, wetlands, and regional storm water storage ponds.

The identification numbers for parcels within these boundaries are as follows:

Twin Lakes Redevelopment Area Parcel ID's – June 2001

042923220104	042923330002
042923220105	
	042923330003
042923230005	042923330004
	042923330005
042923230006	042923330006
042923230007	
042923230008	042923330007
042923230010	
	042923330008
042923230016	
042923230017	
	042923340001
042923230019	042923340002
042923230020	
042923230021	042923420030
042923230022	
	042923420034
042923310015	
	042923420035
042923310017	042923420036
042923310018	042923420042
042923310019	042923420043
042923310020	
	042923430001
042923320001	
042923320002	042923430002
042923320003	042923430003
	042923430005
042923320007	042923430006
042923320008	042923430007
042923320012	
042923330001	

Jay T. Squires
Direct Fax: (612) 225-6834
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Ratwik, Roszak & Maloney, P.A.

August 24, 2007

Mr. William Malinen
City Manager
City of Roseville
2660 Civic Center Drive
Roseville, MN 55113-1899

RE: *AUAR Update and Comprehensive Plan*
Our File No. 4002(1)-0234

Dear Mr. Malinen:

Over the last number of months, we have consulted with the Community Development Department on issues arising out of the Twin Lakes AUAR update process. One of these issues relates to a resident's claim that the City's Comprehensive Plan for the Twin Lakes Redevelopment Area allows only the parcel-by-parcel use designations reflected in "Scenario 1" contained in the 2001 AUAR document. This letter addresses that claim and summarizes the advice we have provided to staff.

In June 2001, the City Council approved a Comprehensive Plan Amendment changing the land use plan designation of the Twin Lakes Redevelopment Area from "Business" and "Industrial" to "Business Park". The minutes of the June 26, 2001 City Council meeting indicate that the new Comprehensive Plan designation was:

...as described in the Twin Lakes Master Plan dated June 26, 2001 and as amended by the Council with the Scenario #1...

A resident has suggested that the above City Council meeting minutes support his conclusion that the City's Comprehensive Plan allows only the specific development plan and parcel-by-parcel use designation delineated in the 2001 AUAR Scenario 1 map. We disagree for a number of reasons.

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State Bar Association

Based on a review of the entire 2001 AUAR, it is clear that one key consideration grappled with by the Council at the time was the potential inclusion of a big box complex within the Twin Lakes Redevelopment Area. Scenario 1 and 1a in the 2001 AUAR are identical except for the differing description of land at the northeast corner of Fairview and County Road C: Scenario 1 in the 2001 AUAR designates this area as "Hi-Tech/Flex", while Scenario 1a designates this area as "Retail". In fact, a May 3, 2001 memo from SRF to Dennis Welsch, included in the 2001 AUAR at Appendix 3, calls out and notes this difference:

...the primary difference between scenarios [1 and 1a] is the substitution of the "big box" retail space on Block 6 in Scenario 1a...

Analyzing the resident's claim requires us to read between the lines and attempt to attribute intent to the Council's action on June 26, 2001. The resident asserts the minutes suggest the Council intended to adopt the parcel-by-parcel description in Scenario 1 as the only allowable land use for the Twin Lakes Redevelopment Area. But a more plausible conclusion, and one suggested by a review and analysis of other pertinent documents, would indicate that the Council's determination to include Scenario 1 in the 2001 Twin Lakes Master Plan simply expressed a policy judgment concerning desired development of Block 6 in the redevelopment area.

Notwithstanding the above, it is unnecessary, in our judgment, to engage in speculation and interpretation of Council minutes. The resolution adopted by the Council on June 26, 2001 reflects the Comprehensive Plan designation of the Twin Lakes Redevelopment Area. The resolution itself contains no proscriptive parcel-by-parcel land use designation. Rather, it reclassifies all parcels within the redevelopment area to BP- Business Park. In this regard, we agree with the conclusions set forth in the August 3, 2007 memo from Jamie Radel to Mike Darrow.

The resident's position also ignores the fact the Twin Lakes Master Plan, adopted in its entirety by the Council on June 26, 2001, contains three other maps with alternate development scenarios reflecting potential outcomes of the BP- Business Park designation. Each of these alternate scenarios is in some respects contrary to Scenario 1. If the Council intended only one possible development scenario, as the Comprehensive Plan designation, these scenarios, which are also part of the Comprehensive Plan (as indicated by the court of appeals), are meaningless.

Finally, we believe the resident's argument is inherently illogical. Historical documents consistently reference the importance of the new BP-Business Park dedication as it relates to the flexibility provided to a prospective developer to choose the blend of permissible uses within the redevelopment area, subject to Council approval. Any conclusion that the Council intended a proscriptive and limiting parcel-by-parcel land use within the redevelopment area is in our judgment entirely contradictory to the very purpose of the BP designation: flexibility.

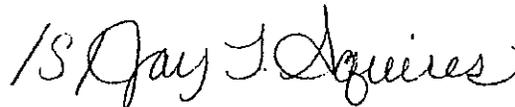
Mr. Bill Malinen
August 24, 2007
Page 3

In summary, historical documents do not in our opinion support the resident's claim that the 2001 Comprehensive Plan amendment allows only "Scenario 1" uses of Twin Lakes Redevelopment properties. The 2001 AUAR, the 2001 Twin Lakes Master Plan and the June 26, 2001 Resolution changing the Comprehensive Plan designation of Twin Lakes properties to BP- Business Park all suggest a contrary conclusion: that the Comprehensive Plan BP- Business Park designation allows for a blend or mix of specific uses as proposed by a developer, and as is ultimately agreeable to the City Council. Moreover, logic does not support the resident's argument. It seems clear to us that the Council's adoption of a BP designation was intended to allow flexibility in land uses. It does not appear the Council ever intended in 2001 to adopt a Comprehensive Plan amendment for Twin Lakes properties that provided for a proscriptive parcel-by-parcel designation.

I hope this provides a clear summary of our opinion on the matter discussed herein. Please call if you have questions.

Please distribute this memo to Council members. It is, in essence, a summary of the advice and counsel we have provided to staff in the process of analyzing the specific resident's claim.

Regards,



Jay T. Squires

JTS/lmj

RRM: 109548

Bench Handout August 27, 2007

Jay Squires August 24, 2007 Legal Opinion
Regarding the AUAR Update and Comprehensive Plan

Commentary by Al Sands

I am the resident Jay Squires is referring to that claims the City's Comprehensive Plan allows only the specific development plan delineated in the 2001 (Master Plan) and the AUAR Scenario 1 map. I wish to make the following observations regarding his opinion letter:

NATURE OF THE MASTER PLAN

Mr. Squires states that "The resolution itself contains no proscriptive land use designation", and then refers to Jamie Radel's memo which relies on the Master Plan which "contains three other maps with alternate development scenarios reflecting potential outcomes of the BP-Business Park designation".

Mr. Squires, and perhaps Jamie Radel also, have incorrect information on the true Twin Lakes Master Plan adopted by Council on June 26, 2001, *as attached to the council packet that date: Map 3 was not a part of the Twin Lakes Master Plan—it is simply not there. Please review the s Twin Lakes Master Plan attached to the Council's packet for June 26, 2001.*

There are a number of maps included in the appendix to the Twin Lakes Master Plan, including a 1988 land use map. No particular significance can be attributed to Map 3 being in the appendix for historical purposes.

RESIDENT'S ARGUMENT INHERENTLY ILLOGICAL

Mr. Squires argues my position would limit the flexibility of the Twin Lakes Master Plan. Not true. The Council is free, on a super majority vote of four councilpersons, to amend the existing master plan at any time. The issue all along is the Council did not have the required votes to do so. The requirement for four votes in changing a comprehensive plan is to make sure it has the necessary support.

I ask Mr. Squires needs to review his opinion in the light of the above information.

Appendix H

Final AUAR Update Comments and Responses



Public Works Department/Engineering

Memo

To: Roseville City Council

From: Duane Schwartz, Public works Director; Debra Bloom, City Engineer

CC: Public Works, Environment, & Transportation Commission Members

Date: 8/29/07

Re: Twin Lakes AUAR Update PWETC comments and recommendations

The Public Works Transportation and Environment Commission (PWETC) reviewed the draft Twin Lakes AUAR Update document at their meeting on July 24th. They continued this item to August 28th for additional comment. Attached are their comments from this meeting.

Please let us know if you have any questions regarding this information.

6. Twin Lakes AUAR Update Discussion and Feedback

On page 5 of the AUAR, first paragraph under Background. The AUAR uses “a service mix of supporting uses”. What uses does this statement entail? This should be further defined.

On page 11, first paragraph under Scenario A. The AUAR uses the statement “complementary commercial businesses” as a use in the “supporting service mix”. Are these the same uses as “a service mix of supporting uses” from page 5? This should be clarified.

On page 12 of the AUAR, under general description of Service Mix. The description uses the phrase “complementary to other uses in the Twin Lakes Business Park”. The statement reads to imply that it serves the local neighborhood.

Do these three types of uses describe the same thing? If the intent is to describe the same uses, then the AUAR should use the Service mix definition more consistently.

On page 22 of the AUAR, Table 8.1, subheading State. The type of permit application is “NPDES/SDS General Permit”. Is this the same as the Phase II general construction permit?

On page 54 & 79 of the AUAR, Traffic Impacts. The discussion is limited to LOS at intersections. The increased volume of traffic on the surrounding road system is a traffic impact that should be discussed as a part of this document.

On page 64 & on page 26 of the SRF Technical memorandum. The traffic volume on Fairview doubles. The noise at the R1 receptor only increases 1 db. Please expand the discussion in the AUAR to explain how twice the amount of traffic does not make twice the amount of noise.

On page 79-80 of the AUAR, Water Quality: Surface Runoff. One of the benefits of treating the entire AUAR area as a whole rather than as a series of smaller projects is stated in this section. The consolidated area exceeds the area threshold requiring a high level of storm water treatment. For this reason, it is important that a comprehensive storm water plan be developed for the entire redevelopment area.

These comments were agreed upon by members; Neprash, Willenbring, and VanderWall. Member Debenedet and Fischer were not in attendance.

MEMORANDUM



To: Jamie Radel
Economic Development Associate

From: Marcey L. Westrick

Subject: Twin Lakes Business Park Draft AUAR Update **Date:** September 24, 2007

The purpose of this memorandum is to provide comments on behalf of the Rice Creek Watershed District (District) on the Twin Lakes Business Park Draft Alternative Urban Area Update (AUAR) dated August 27, 2007. The AUAR was reviewed to assess if the development scenarios proposed for the Twin Lakes Business Area comply with the District's Water Resources Management Plan and Rules.

This AUAR update was both mandated by MN Rules 4410.3610 Subp. 7A and ordered by the Minnesota Court of Appeals in response to a lawsuit filed by the Friends of Twin Lakes. As a result, under this update, three different scenarios are outlined for the Twin Lakes Business Park: a) a worst case scenario, b) a residential emphasis scenario and c) a non-residential emphasis scenario. Under each scenario, the 275-acre area would be converted from its current land uses of heavy and light industrial areas to a) 2,330,505 square feet of office; 919 square feet of residential units; 66,583 square feet of industrial and 618,319 square feet of retail, b) 1,440,154 square feet of office; 1,282 square feet of residential units; and 508,000 square feet of retail, and c) 1,590,000 square feet of office; 735 square feet of residential units; and 390,000 square feet of residential.

For ease of review, our comments refer to the corresponding item number found within the AUAR.

Section 17. Water Quality – Surface Water Runoff

1. A P8 model was constructed for the worst case scenario under this AUAR Update. The purpose of this exercise was to estimate the existing and post-redevelopment average annual loads of total phosphorus and total suspended sediment as well as runoff volumes for subwatersheds within the AUAR area. The results given in the AUAR Update indicate that under the worst case scenario, water quality will improve over existing conditions.

However, no detail as to how the model was developed or the modeling assumptions used was given. In order to accurately assess the modeling results, the District is respectfully requesting this information be provided for review.

2. For the Langton Poned area, it is stated that the existing detention basin would be expanded. P8 modeling results were based on this assumption. However, there are current plans for this detention basin to be bisected by the Twin Lakes Parkway. The District would like the AUAR Update to provide clarification and detail as to where the proposed ponding expansion would take place.

3. Under this section of the AUAR, it is noted that “the Rice Creek Watershed District may require other treatment approaches to replace or complement detention basins, such as infiltration.” It should be stated in the AUAR Update that, in addition to the proposed ponding, the District will require infiltration of the 0.34” event. If it is demonstrated that the soils are not suitable for infiltration (i.e., due to contamination), stormwater management for the 0.34” event will still need to be provided in the form of filtration or biofiltration features.

4. In addition to providing regional stormwater treatment facilities, the District would like to see this development plan incorporate and promote the use of local stormwater management practices (e.g. infiltration practices, bioretention, low impact development techniques, etc.) that would also provide improved water quality and volume control at the individual site level.

5. It should be noted that the RCWD is currently in the process of revising their stormwater rules and that these draft rules may be in effect by the time that this project is initiated. If the Twin Lakes Business Park is designed to meet existing District Rules, the District does not anticipate that the proposed rules will place further stormwater restrictions on the site.

Summary

The District is respectfully requesting clarification on the Langton Pond expansion and the P8 modeling conducted to assess water quality impacts for the worst case scenario. As planning moves forward, it is expected that the city would assess in greater detail stormwater management. The District looks forward to assisting the city in this planning effort to ensure that District Rules are met. If there are any questions regarding the comments for this review, or if the District can provide additional assistance, please feel free to contact me at (651) 203-6009.

c: Doug Thomas, RCWD Administrator



Minnesota Department of Transportation

Metropolitan District

Waters Edge
1500 West County Road B-2
Roseville, MN 55113-3174

September 24, 2007

Jamie Radel
City of Roseville
2660 Civic Center Drive
Roseville, MN 55113

SUBJECT: Twin Lakes Business Park AUAR, Review #AUAR01-004A
East of I-35W and North of County Road C
Roseville, Ramsey Co.
Control Section 6284

Dear Ms. Radel:

The Minnesota Department of Transportation ("Mn/DOT") has reviewed the above referenced AUAR amendment, and has the following comments, in addition to any and all previous comments concerning the Twin Lakes Business Park:

Traffic:

An updated Synchro Sim/Traffic Analysis is strongly recommended to determine the mitigation requirements for the improvements represented for the I-35W/Cleveland Avenue northbound ramps and the I-35W/County Road D northbound ramps. For questions regarding these issues, please contact Wayne Lemaniak, Mn/DOT Traffic Section, at (651) 234-7830.

Residential Noise Statement:

Mn/DOT's policy is to assist local governments in promoting compatibility between land use and highways. Residential uses located adjacent to highways often result in complaints about traffic noise. Traffic noise from this highway could exceed noise standards established by the Minnesota Pollution Control Agency (MPCA), the U.S. Department of Housing and Urban Development, and the U.S. Department of Transportation. Minnesota Rule 7030.0030 states that municipalities are responsible for taking all reasonable measures to prevent land use activities listed in the MPCA's Noise Area Classification (NAC) where the establishment of the land use would result in violations of established noise standards.

Mn/DOT policy regarding development adjacent to existing highways prohibits the expenditure of highway funds for noise mitigation measures in such areas. The project proposer should assess the noise situation and take the action deemed necessary to minimize the impact of any highway noise. If you have any questions regarding Mn/DOT's noise policy please contact Peter Wascko in our Design section at (651) 234-7681.

Permits:

Any work impacting MnDOT right of way requires a permit. Permit forms are available from MnDOT's utility website at www.dot.state.mn.us/tecsup/utility. Please include 1 full size plan set and 1 11x17 plan set for each application. Please direct questions concerning these issues to Buck Craig, Mn/DOT's Permits Section, at (651) 234-7911.

As a reminder, please address all initial future correspondence for development activity such as plats and site plans to:

Development Reviews Coordinator
Mn/DOT - Metro Division
Waters Edge
1500 West County Road B-2
Roseville, Minnesota 55113

Mn/DOT document submittal guidelines require three (3) complete copies of plats and two (2) copies of other review documents including site plans. Failure to provide three (3) copies of a plat and/or two (2) copies of other review documents will make a submittal incomplete and delay Mn/DOT's 30-day review and response process to development proposals. We appreciate your anticipated cooperation in providing the necessary number of copies, as this will prevent us from having to delay and/or return incomplete submittals.

If you have any questions concerning this review please feel free to contact me at (651) 234-7797.

Sincerely,



William Goff
Intermediate Planner

Copy via Groupwise:

Tod Sherman
Wayne Lemaniak
Marc Goess
Buck Craig
Ann Braden / Metropolitan Council

File Copy:

Mn/DOT Division File CS 6284
Mn/DOT LGL File Roseville

 **Metropolitan Council**

September 25, 2007

Jamie Radel, Economic Development Associate
City of Roseville
2660 Civic Center Drive
Roseville, MN 55113

RE: City of Roseville
Twin Lakes Business Park Final AUAR Update
Metropolitan Council District 10 (Kris Sanda)
Metropolitan Council Review No. 18540-2

Dear Ms. Radel:

The Metropolitan Council received the City's draft Twin Lakes Business Park Final Alternative Urban Areawide Review (AUAR) Update on August 30, 2007. Minnesota Rules 4410.3610 (subp. 7) suggests that local governments revise an AUAR document after five years from the date of adoption to remain valid. The AUAR appears accurate and complete from a regional systems perspective. Please include the following minor technical comments in a letter to the preparer.

The AUAR represents an update of the 2001 Twin Lakes AUAR, which the Metropolitan Council reviewed on June 13, 2001. The Twin Lakes Business Park AUAR site includes 275 acres located north of TH 36, and between I-35W to the west, and Snelling Avenue to the east. The AUAR presents the existing land uses, primarily industrial, and evaluates the environmental impact of three development scenarios, A, B and C. These scenarios present varying development intensities, with Scenario A representing the "Business Park" land use designation in the City's comprehensive plan -future land use plan.

Item 6 – Project Description

The document appears to include an inconsistency between the text on pages 5 and 6. The last paragraph on page 5 indicates that 'several parcels within the AUAR boundary have already been redeveloped. Bullet one on page 6 indicates that no redevelopment has occurred within the AUAR area – since adoption of the Final AUAR. If both statements are correct, the former should clarify that the redevelopment that has already taken place was prior to adoption of the Final AUAR (as similarly noted in the text on the bottoms of pages 9 and 17).

Item 9 – Land Use

City staff should continue to work with Metro Transit staff to identify a parcel of land near the intersection of County Road C and Interstate 35W (I-35W) to develop a 200 to 400-car Park and Ride lot (depending on adjacent Park and Ride capacity and availability long term) serving both Roseville residents and commuters on I-35W bound for downtown Minneapolis.

www.metrocouncil.org

Jamie Radel, Economic Development Associate
September 25, 2007
Page 2

Item 11 – Fish, Wildlife, and Ecologically Sensitive Resources

The document's discussion of forest areas on page 29 refers the reader to Figure 6.3, which is not incorporated in our document. The document has incorporated inadequate justification for clear-cutting of 'moderate quality' oak forest in the vicinity of Langton Lake to accommodate development. It is becoming increasingly more difficult to find forest remnants of sufficient quality to be classified as being of "moderate quality" within the metropolitan area. The Council recommends that the City and project

proposer revise AUAF "worst case scenario" alternatives that would result in these areas being clear-cut, and instead, plan for their restoration and preservation as a site amenity. Further encroachment and intensification of adjacent urbanized development that eliminates the outer low to moderate quality portions of wooded areas on the site will only put additional degrading stress on the remaining forested area stands, and the wildlife that exists there.

Item 17 – Water Quality – Surface Water Runoff

The document indicates that storm water runoff from the site's 'East' drainage subwatershed that currently does not receive water quality treatment, flows through storm sewer lines to Lake Johanna. Lake Johanna is now identified as impaired on the Minnesota Pollution Control Agency's (MPCA) Total Maximum Daily Load (TMDL) list. The Lake is listed due to the presence of an excess level of atmospherically-deposited mercury, which accumulates in fish. The MPCA is currently preparing a state-wide TMDL Implementation Study to determine how to respond to this issue.

Item 18 – Water Quality – Wastewater

The Regional Wastewater Disposal System has adequate capacity for the flow from planned growth associated with the 'worst case' scenario presented in the document. The proposed 'Twin Lakes Parkway' will cross Council Interceptors 1-RV-430 and 1-RV-431, as shown on Figure 18.1. Prior to initiating construction of this roadway project, final plans should be sent to Scott Dentz, Metropolitan Council Environmental Services Interceptor Engineering Manager (651-602-4503) for assessment of potential impacts to the Council's interceptor system.

Item 26—Sensitive Resources—Designated parks, recreation areas or trails

The document describes a bicycle and trail system around Langton Lake and a trail to be developed along the future Twin Lakes Parkway. Council staff recommends that the final AUAR facilitate connections of these trails and Langton Lake Park to the proposed St. Anthony Railroad Spur Regional Trail.

Jamie Radel, Economic Development Associate
September 25, 2007
Page 3

Item 28 – Compatibility with Plans

The City's existing employment forecasts may not accommodate all future job growth identified in the document, under certain conditions. If the office development that occurs on the AUAR site is of lower density, then the growth is likely to fit with existing projections. If however, the development consists of more corporate-style or multiple story redevelopment having a higher density, the City's forecasts could fall short. The overall change will depend on growth in the balance of the City. Before submitting its 2008 comprehensive plan update for Metropolitan Council review, the City should review its employment forecasts with Council staff and agree upon appropriate revisions to be reflected in the update.

If you have any questions or need further information, please contact James Larsen, Principal Reviewer, at 651-602-1159.

Sincerely,



Phyllis Hanson, Manager
Local Planning Assistance

cc: Kris Sanda, Metropolitan Council District 10
Victoria Dupre, Sector Representative
Cheryl Olsen, Reviews Coordinator
Regan Carlson, Research
Adam Harrington, Metro Transit
Roger Janzig, Environmental Services
Jim Larsen, Local Planning Assistance



Environmental Quality Board

658 CEDAR STREET
ST. PAUL, MN 55155
PHONE: 651-297-1257
FAX: 651-296-3698
TTY: 800-627-3529
WWW.EQB.STATE.MN.US

September 21, 2007

Ms. Tam McGehee
77 Mid Oaks Lane
Roseville, MN 55113

Mr. Elwyn Sands
2612 Aldine Street
Roseville, MN 55113

RE: Twin Lakes Area AUAR Update

Dear Ms. McGehee and Mr. Sands:

This letter is in response to your letters of September 7 & 9, 2007 seeking EQB intervention in the AUAR update review for the Twin Lakes Master Plan area.

Due to receipt of your letters, the EQB staff has reviewed the AUAR update document. Normally, the EQB does not review AUAR documents. As I believe you will recall from past discussions we have had, although the EQB has overall responsibility for coordinating the State's Environmental Review program the EQB does not have direct authority to overrule an RGU's decisions. Neither does the EQB have technical expertise to evaluate the environmental analyses contained in Environmental Review documents. As a state agency, the EQB does have authority to file an "objection" to an AUAR.

Specifically, we have looked into the issue of whether the AUAR scenarios include at least one that is consistent with the existing adopted comprehensive plan. Upon review, we find that the AUAR update does contain a scenario that appears to us consistent with the comprehensive plan.

We believe that the apparent discrepancy between the exact development assumptions used for the AUAR analyses and the land uses allowed under the master plan can be adequately explained by understanding the standard practices for performing environmental analyses for AUARs. For the "service mix" land use designations, the consultants must make assumptions about what types and amounts of specific "service" uses should be assumed in modeling traffic generation and other environmental impacts. I will use traffic analysis as an example in this letter. Because they wanted to be sure to

cover the "worst case" (highest traffic generation) the traffic consultants chose "retail" use because that use generates the most traffic. By using retail-level traffic generation figures for all of the service mix areas, they avoid the headache of trying to decide what percentage of all the various other service uses should be used in the analysis, plus they know that the answer will represent the worst-possible levels of traffic congestion. Thus, they can identify mitigation adequate to resolve even the worst traffic problems that may result. This approach is commonly used by consultants when preparing AUARs.

However, the fact that retail-level traffic generation figures have been used to model traffic from the "service mix" land uses in the AUAR subareas does not imply that 100% of the service mix areas will actually be retail uses, nor that 100% retail would be consistent with the "service mix" designation. As far as we are concerned, using 100% retail in the analysis is just a prudent calculation device to assure that possible environmental problems are not underestimated in the AUAR analysis.

We think the bottom line of your concerns is the question of how much retail can be allowed in the areas designated "service mix." That is a question of the application of the comprehensive plan and zoning code, not an Environmental Review matter. Although we are not land use planners or attorneys, it would appear to us on its face that a designation as "service mix" means that a mix of service-oriented uses is what is allowable, among which "limited retail" is a component. As such, it is hard to see how a very large retail project could be approved in a "service mix" zone. However, that will be a matter for the City to interpret, and no doubt the City's decision would be appealable in court if anyone is aggrieved by the decision. We can say that the fact that 100% retail was used in the modeling to produce the worst-case answer would not establish any legal grounds under the State Environmental Policy Act or EQB rules to interpret the comprehensive plan or zoning as allowing 100% retail uses in the "service mix" areas.

If you have any questions about this letter, please contact me at 651-201-2476.

Sincerely,



Gregg Downing
Environmental Review Coordinator

Cc: Jamie Radel, City of Roseville

From: esands2612@aol.com [mailto:esands2612@aol.com]
Sent: Tuesday, September 25, 2007 1:14 PM
To: gregg.downing@state.mn.us
Cc: phyllis.hanson@metc.state.mn.us; Jamie Radel; tam@mcgehee.info; dick_houck@yahoo.com
Subject: Roseville's Twin Lakes AUAR "Update"

Elwyn H. Sands, C.P.A.
2612 Aldine St. N.
Roseville, Mn. 55113

651-633-5761
esands2612@aol.com

September 23, 2007

Mr. Greg Downing
Environmental Review Coordinator
Environmental Quality Board
658 Cedar Street.
St. Paul, MN 55155

VIA E MAIL

RE: Twin Lakes AUAR "Update"

Dear Mr. Downing:

I acknowledge with deep thanks your thorough response to my complaint about the new Twin Lakes AUAR "Update" not being consistent with the Twin Lakes Master Plan as amended by Council on June 26, 2001. I sincerely appreciate the amount of time and effort you and your staff put into looking into my concerns. I remain unconvinced, however, that any of the three scenarios presented in the AUAR are actually consistent with the Twin Lakes Master Plan, at least as I understand it.

The confusion begins with Exhibit B, attached to the Twin Lakes AUAR Update (and labeled "2001 master plan land use alternatives) which shows, among other scenarios, an A (A) and an (A) (B). That is a misrepresentation of what land uses were actually approved by Council on June 26, 2001. With reference to Blocks 6 & 7 in sub area II, (A)(A) is the real 2001 master plan as approved by the Council on June 26, 2001 (high tech office), and (A)(B) labeled "service mix", is the big box retail option the Council specifically rejected in 2001, and no longer a part of the Twin Lakes real master plan. You can validate my assertion by going to the Council Packet on the City's website for June 26, 2001.

Table 7.1 Scenario A uses land use alternative (A) (B), the forbidden big box option, which is not consistent with the real existing Twin Lakes Master Plan, unless you accept John Stark's opinion that any mixed used is consistent with the Twin Lakes Master Plan, or accept that the idea that retail is a viable option for blocks 6 & 7 in the Twin Lakes Master Plan even though specifically rejected by Council back on June 26, 2001.. So, if Scenarios A, B, and C, are the three studied scenarios, I believe that none of

those three scenarios are consistent with the existing Twin Lakes Master Plan, as we've all known it to be before the arrival of Mr. Stark on the scene. Note: Even though Exhibit B lists (A)(A) as a land use alternative, it isn't actually used as one of the scenarios being studied.

I guess it all depends on what the definition of "scenario" is. Is it any of the land uses shown in Exhibit B, or should those land uses purporting to be consistent with the 2001 Twin Lakes Master Plan be required to actually be consistent with the existing Twin Lakes Master Plan for inclusion in Exhibit B, which is labeled "2001 master plan land use alternatives"?

That said, I reiterate my thanks for you studying this from your perspective. Our concern for those of us living nearby to this development is of course the amount of retail, and the traffic and other pollution it brings to our neighborhood. I moved here in 1958 because of the convenience to both cities, and I welcomed Rosedale when it came. I also wanted Target when it came years ago, and then Har Mar. I'm no longer eager to invite more retail. Roseville has about 82 square feet of retail per capita, compared to an average of around 20 sq. ft. per capita, I'm told.

While I appreciate, as you say, that the AUAR is a separate study and doesn't impact the nature of the Comprehensive or Master Plan for Twin Lakes, I was hoping to nip this idea in the "bud" and stop this from looking like it's OK to put in another shopping center in this area, as Mr. Stark contends is possible. I was hoping to stop another run at another shopping center, like we had in 2005, and which was eventually stopped by a citizens lawsuit (Friends of Twin Lakes v. City of Roseville) for not having the required four votes to change the Master Plan. That failed process cost the city over \$150,000 in legal costs, and more costs are on the way for amounts due under eminent domain proceedings the city is now stuck with. The developers probably had larger legal costs, not counting the huge, perhaps millions, of unknown costs associated with trying to get the project moving. And so too, did the citizens suffer loss by making the challenge. It took 1 1/2 years to get through. That's a costly and time consuming way to settle a dispute. Everybody was losers. I'm sick thinking about doing it all over again.

But that's where we're at.

Thanks again,

Elwyn (Al) Sands

Copies (via e mail) to:

Tam McGehee
Dick Houck
Phyllis Hanson, Metropolitan Council
Jamie Radel, City of Roseville

October 3, 2007



Honorable Mayor and City Council
City of Roseville
2660 Civic Center Drive
Roseville, MN 55113

RE: Comments on Twin Lakes Business Park Alternative Urban Areawide Review (AUAR) Draft Update, Revised Environmental Analysis Document

On August 27, 2007, the City of Roseville's City Council passed a resolution declaring its Twin Lakes Business Park Alternative Urban Areawide Review (AUAR) Update "complete and accurate" and releasing it for agency review and public comment. As part of the August 27th resolution, the City Council extended the ten day review period for the AUAR Update to twenty days (through September 25, 2007) due to the extent of changes made to the original 2001 Twin Lakes Business Park AUAR.

During that time the City received five comment letters on the Twin Lakes AUAR Update from the following:

- Duane Schwartz, Public Works Director and Debra Bloom, City Engineer; Public Works, Environment, and Transportation Commission Members; Roseville Public Works Department/Engineering; August 29, 2007 regarding the descriptions of potential land uses, a permit, traffic, noise, and stormwater management.
- Marcey L. Westrick, Emmons & Olivier Resources, representing the Rice Creek Watershed District, September 24, 2007, regarding the P8 model used in the stormwater analysis, the expansion of the Langton Poned area, RCWD infiltration requirements, incorporation of local stormwater management practices, revision of RCWD rules in process.
- William Goff, Minnesota Department of Transportation, September 24, 2007 regarding traffic, residential noise statement, and permits.
- Phyllis Hanson, Metropolitan Council, September 25, 2007, regarding a potential Metro Transit park and ride lot, a moderate quality oak forest, Lake Johanna, wastewater, trails, and employment forecasts.
- Elwyn H. Sands, Citizen, July 23, 2007 and September 23, 2007, regarding retail development and the analysis in the AUAR of required scenarios from the Comprehensive Plan or Master Plan.

These comments are summarized in the attached document with responses by the City and a proposed Mitigation Plan. Taken together, with the *Draft Twin Lakes Business Park AUAR Update* incorporated by reference, these responses constitute the revised environmental analysis document, or Final AUAR Update, for the Twin Lakes Business Park, prescribed in the EQB Rules.

Sincerely,
BONESTROO

A handwritten signature in black ink, appearing to read "Philip Carlson".

Philip Carlson, AICP, Senior Planner

Attachments: Comment Letters cited above

Twin Lakes Business Park Final AUAR Update

Comment Letters Received on the Draft Twin Lakes AUAR Update:

Duane Schwartz, Public Works Director and Debra Bloom, City Engineer; Public Works, Environment, and Transportation Commission Members; Roseville Public Works Department/Engineering; August 29, 2007:

Roseville Public Works Comment 1: *On page 5 of the AUAR, first paragraph under Background, the AUAR uses “a service mix of supporting uses”. What does this statement entail? This should be further defined.*

On page 11, first paragraph under Scenario A, the AUAR uses the statement “complementary commercial businesses” as a use in the “supporting service mix”. Are these the same uses as “a service mix of supporting uses” from page 5? This should be clarified.

On page 12 of the AUAR, under general description of Service Mix, the description uses the phrase “complementary to other uses in the Twin Lakes Business Park”. The statement reads to imply that it serves the local neighborhood.

Do these three types of uses describe the same thing? If the intent is to describe the same uses, then the AUAR should use the Service mix definition more consistently.

Response: The Service Mix designation is a generalized land use category that can include a variety of uses, such retail stores, restaurants, banks, and services such as hair salons, dry cleaning, gift shops, copy shops, coffee shops, and other typical uses found in suburban commercial areas serving a large area. It is not known the exact type, mix, or scale of such uses in future development projects, but the square footage numbers assumed in the scenarios could accommodate uses of various sizes within the category, from small shops to large big box type stores. This does not mean the City would approve a project with any specific type of use, but the analysis has taken into account what the impacts would be if that amount of development were to occur.

Roseville Public Works Comment 2: *On page 22 of the AUAR, Table 8.1, Subheading State, the type of permit application is “NPDES/SDS General Permit”. Is this the same as the Phase II general construction permit?*

Response: It is the permit required when one acre or more of land surface is graded/disturbed.

Roseville Public Works Comment 3: *On pages 54 and 79 of the AUAR, Traffic Impacts, the discussion is limited to LOS at intersections. The increased volume of traffic on the surrounding road system is a traffic impact that should be discussed as a part of this document.*

Response: SRF agrees that redevelopment of the Twin Lakes area will impact the entire surrounding roadway system. Therefore, to determine how well the existing and future roadway system will accommodate redevelopment of the Twin Lakes AUAR area, an operations analysis was completed for year 2030 build conditions at representative key intersections.

SRF conducts its operations analyses using the Synchro/SimTraffic software, which is a macroscopic/microscopic software analysis tool. The SimTraffic component provides the microscopic “real world” simulation analysis and is a holistic operations analysis. Meaning that not only are the key intersections reviewed for how they operate, but the roadway segments that link the key intersections are reviewed for capacity deficiencies.

In the event that roadway segments were observed to have capacity deficiencies, they were recommended for improvement. All roadway segments have sufficient overall capacity to handle the additional traffic, except for Snelling Avenue and County Road between Cleveland Avenue and Fairview Avenue. Recommendations for each of these roadways were made.

Roseville Public Works Comment 4: *On pages 26 and 64 of the SRF Technical memorandum, the traffic volume on Fairview doubles. The noise at the RI receptor only increases 1 db. Please expand the discussion in the AUAR to explain how twice the amount of traffic does not make twice the amount of noise.*

Response: Explanation or reasoning for this issue is contained in the technical memorandum under the vehicle related noise analysis section; however, may not be immediately transparent. The worst hourly traffic noise impacts occur when truck volumes and vehicle speeds are the greatest. This typically occurs when traffic is free-flowing and at or near level of service (LOS) C conditions. Existing traffic volumes on Fairview Avenue are approaching its free-flow capacity (i.e., LOS C conditions) during the daytime peak hour. Projected peak hour traffic volumes under future conditions will exceed the LOS C free-flow roadway capacity of Fairview Avenue, resulting in lower traffic speeds and lower traffic noise levels. It should be noted that this does not represent a failing condition, simply one that is not conducive for noise analysis comparisons. Therefore, the worst hour noise impact under future conditions would occur at some point either before or after the daytime peak traffic hour when traffic volumes on Fairview Avenue again reach free-flow capacity conditions.

In order to account for this phenomenon, a theoretical LOS C capacity was assumed for Fairview Avenue. The difference between existing traffic volumes and the LOS C capacity for Fairview Avenue under future conditions does not equate to a doubling of traffic volumes (as the daily or peak hour traffic volumes may indicate). Please note that sound levels are measured on a logarithmic scale. For example, if the sound energy is doubled (i.e., the amount of traffic doubles), there is a 3 dBA increase in noise. Because the difference between existing traffic volumes and the LOS C capacity for Fairview Avenue does not equate to a doubling of traffic volumes, the increase in noise is less than 3 dBA from existing to future conditions.

Roseville Public Works Comment 5: *On pages 79 and 80 of the AUAR, Water Quality: Surface Runoff, one of the benefits of treating the entire AUAR area as a whole rather than as a series of smaller projects is stated in this section. The consolidated area exceeds the area of threshold*

requiring a high level of stormwater treatment. For this reason, it is important that a comprehensive stormwater plan be developed for the entire redevelopment area.

Response: On pages 79 - 80, we agree with the comment and consider this as one of the biggest environmental benefits to re-developing the site as a whole rather than a series of smaller project, at least some of which could easily fall under the threshold for requiring full stormwater mitigation.

Marcey L. Westrick, Emmons & Olivier Resources, representing the Rice Creek Watershed District, September 24, 2007:

RCWD Comment 1: *A P8 model was constructed for the worst case scenario under this AUAR update. However, no detail as to how the model was developed or the modeling assumptions used was given. In order to accurately assess the modeling results, the District is respectfully requesting this information be provided for review.*

Response: We will send a copy of the model used for the analyses to the District for review. The P-8 model was developed to estimate the relative differences between the loadings of key pollutants under the current baseline conditions as well as the proposed future conditions with assumptions regarding stormwater treatment as outlined in the AUAR update. The model is considered a credible industry standard to make such comparisons in urbanized watersheds. The only changes of significance that were made between the baseline and post-re-development conditions were those associated with impervious coverage and assumed stormwater treatment practices for the re-developed condition as outlined in the AUAR.

RCWD Comment 2: *For the Langton Pond area, it is stated that the existing detention basin would be expanded. P8 modeling results were based on this assumption. However, there are current plans for this detention basin to be dissected by the Twin Lakes Parkway. The District would like the AUAR Update to provide clarification and detail as to where the proposed ponding expansion would take place.*

Response: Modifications will be made to make sure that there is neither a loss of surface area or wet pond volume in this detention basin after the detention basin is bisected by Twin Lakes Parkway. This is reflected in the modeling completed for the stormwater analysis, where it is assumed that the detention basin would be split into two cells – a pre-treatment cell south of the proposed Twin Lakes Parkway and a second cell to the north – with the same wet volume and surface area as estimated under current baseline conditions.

RCWD Comment 3: *It should be stated in the AUAR Update that, in addition to the proposed ponding, the District will require infiltration of the 0.34-inch event. If it is demonstrated that the soils are not suitable for infiltration, (i.e., due to contamination), stormwater management for the 0.34-inch event will still need to be provided in the form of filtration or biofiltration features.*

Response: We will add narrative to the final AUAR update to reflect the District's comments regarding infiltration/filtration/biofiltration as per the comment.

RCWD Comment 4: *In addition to providing regional stormwater treatment facilities, the District would like to see this development plan incorporate and promote the use of the local stormwater management practices (e.g., infiltration practices, bioretention, low impact development techniques, etc.) that would also provide improved water quality and volume control at the individual site level.*

Response: Comment noted. Low impact development stormwater management techniques may be incorporated into the stormwater management approach for individual sites based on site-specific considerations, which are not known at this time.

RCWD Comment 5: *It should be noted that the RCWD is currently in the process of revising their stormwater rules and that these draft rules may be in effect by the time that this project is initiated. If the Twin Lakes Business Park is designed to meet existing District Rules, the District does not anticipate that the proposed rules will place further stormwater restrictions on the site.*

Response: Comment noted.

William Goff, Minnesota Department of Transportation, September 24, 2007:

Mn/DOT Comment 1: *An updated Synchro Sim/Traffic Analysis is strongly recommended to determine the mitigation requirements for the improvements represented for the I-35W/Cleveland Avenue northbound ramps and the I-35W/County Road D northbound ramps.*

Response: SRF conducted updated Synchro/SimTraffic analyses as part of the overall areawide operations analysis and presented this information in a Technical Memorandum. All known Mn/DOT roadway improvements programmed at the time of our analysis were taken into account. If additional Mn/DOT roadway improvements have arisen, please advise. The detailed level of service operations analysis results were presented along with the recommended mitigation strategy necessary for each key intersection (or roadway segment) to operate acceptably. Additional clarification of this comment may be necessary.

Mn/DOT Comment 2: *Traffic noise from I-35W could exceed noise standards established by the Minnesota Pollution Control Agency (MPCA), the U.S. Department of Housing and Urban Development, and the U.S. Department of Transportation. Minnesota Rule 7030.0030 states that municipalities are responsible for taking all reasonable measures to prevent land use activities listed in the MPCA's Noise Area Classification (NAC) where the establishment of the land use would result in violations of established noise standards.*

Mn/DOT policy regarding development adjacent to existing highways prohibits the expenditure of highway funds for noise mitigation measures in such areas. The project proposer should assess the noise situation and take the action deemed necessary to minimize the impact of any highway noise.

Response: SRF conducted a comparative noise analysis of existing conditions versus future conditions given a particular amount of development in the Twin Lakes area. The purpose of this analysis was to determine the cumulative impacts related to the Twin Lakes development rather than the noise impacts affecting the Twin Lakes development. Mn/DOT's statement is valid and well taken, it is understood that it is the Cities responsibility to take reasonable measures to ensure that land uses adjacent to existing highway facilities are appropriate based on the listed Minnesota Pollution Control Agency (MPCA) Noise Area Classification's. It is also understood that it will be the future developers responsibility to assess the noise situation and take necessary action to minimize any observed issues.

Mn/DOT Comment 3: *Any work impacting Mn/DOT right of way requires a permit.*

Response: Comment noted.

Phyllis Hanson, Metropolitan Council, September 25, 2007:

Met Council Comment 1: *Item 6 – Project Description. The document appears to include an inconsistency between the text on pages 5 and 6. The last paragraph on page 5 indicates that “several parcels within the AUAR boundary have already been redeveloped”. Bullet 1 on page 6 indicates that no redevelopment has occurred with the AUAR area since the adoption of the Final AUAR. If both statements are correct, the former should clarify that the redevelopment that has already taken place prior to adoption of the Final AUAR (as similarly noted in the text on the bottom of pages 9 and 17).*

Response: This comment is correct and is the result of unclear language. The original statement on page 5 should be amended to read “several parcels within the AUAR boundary have already been redeveloped prior to the adoption of the Final AUAR in 2001.”

Met Council Comment 2: *Item 9 – Land Use. City staff should continue to work with Metro Transit staff to identify a parcel of land near the intersection of County Road C and Interstate 35W (I-35W) to develop a 200 to 400-car Park and Ride lot (depending on adjacent Park and Ride capacity and availability long term) serving both Roseville residents and commuters on I-35W bound for downtown Minneapolis.*

Response: The City will continue to work to identify appropriate transit facilities including park and ride in the vicinity of Twin Lakes.

Met Council Comment 3: *Item 11 – Fish, Wildlife, and Ecologically Sensitive Resources. The documents discussion of forest areas on page 29 refers the reader to Figure 6.3, which is not incorporated in our document. The document has incorporated inadequate justification for clear-cutting of “moderate quality” oak forest in the vicinity of Langton Lake to accommodate development. The Council recommends that the City and project proposer revise AUAR “worst case scenario” alternatives that would result in these areas being clear-cut, and instead, plan for their restoration and preservation as a site amenity.*

Response: The City will encourage the developers to preserve the oak forest, but as the land is within private ownership, the City does not have the authority to require or enforce its preservation. The figure reference should have been to Figure 5.3 which was included in the AUAR.

Met Council Comment 4: *Item 17 – Water Quality: Surface Water Runoff. This document indicates that stormwater runoff from the site’s “East” drainage subwatershed that currently does not receive water quality treatment, flows through storm sewer lines to Lake Johanna. Lake Johanna is now identified as impaired on the Minnesota Pollution Control Agency’s (MPCA) Total Maximum Daily Load (TMDL) list. The Lake is listed due to the presence of an excess level of atmospherically-deposited mercury, which accumulates in fish. The MPCA is currently preparing a state-wide TMDL Implementation Study to determine how to respond to this issue.*

Response: The City appreciates the information provided by the Met Council regarding the listing of Lake Johanna as impaired for mercury. As noted in the Met Council comments, excess levels of mercury are primarily caused by atmospheric deposition and are therefore considered by the MPCA to be more of a regional issue than a local one. The City looks forward to the results of the MPCA’s statewide TMDL Implementation Study regarding this issue.

Met Council Comment 5: *Item 18 – Water Quality: Wastewater. The Regional Wastewater Disposal System has adequate capacity for the flow from planned growth associated with the “worst case” scenario presented in the document. Prior to initiating construction of this roadway project, final plans should be sent to Scott Dentz, Metropolitan Council Environmental Services Interceptor Engineering Manager (651-602-4503) for assessment of potential impacts to the Council’s interceptor system.*

Response: Plans will be submitted as required.

Met Council Comment 6: *Item 26 – Sensitive Resources: Designated Parks, Recreation Areas, or Trails. The document describes a bicycle and trail system around Langton Lake and a trail to be developed along the future Twin Lakes Parkway. Council staff recommends that the final AUAR facilitate connections of these trails and Langton Lake Park to the proposed St. Anthony Railroad Spur Regional Trail.*

Response: The City will consider the Met Council recommendations as the City Parks and Recreation Plan and the City Comprehensive Plan are updated.

Met Council Comment 7: *Item 28 – Compatibility with Plans. The City’s existing employment forecasts may not accommodate all future job growth identified in the document, under certain conditions. If the office development that occurs on the AUAR site is of lower density, then the growth is likely to fit with existing projections. If however, the development consists of more corporate-style or multiple story redevelopment having a higher density, the City’s forecast could fall short. The overall change will depend on growth in the balance of the City. Before submitting its 2008 Comprehensive Plan Update for Metropolitan Council review, the City should review its employment forecasts with Council staff and agree upon appropriate revisions to be reflected in the update.*

Response: The City will re-evaluate employment forecasts as the Comprehensive Plan update proceeds and as plans for redevelopment of the Twin Lakes area progress.

Elwyn H. Sands, Citizen, September 23, 2007:

Sands Comments/Responses: A number of comments were submitted by Mr. Sands on July 23, 2007 and September 25, 2007. Mr. Sands' comments, a response memo from the City, and a response letter from the Minnesota Environmental Quality Board (EQB) are attached to this document. The City feels that Mr. Sands' comments have been adequately addressed by City staff and the Environmental Quality Board.

Comments Not Received

The City sent copies of the Draft Twin Lakes Business Park AUAR Update to all agencies and individuals on the EQB's distribution list, according to the procedures and schedule outlined in the EQB Rules, and received comment letters from the agencies and individuals noted above. The City did not receive comments from the following agencies, nor any request for an extension to the comment period, and we therefore assume that none of these agencies or individuals has substantive comments on the Twin Lakes AUAR Update. However, as part of the original 2001 AUAR, a letter from the Minnesota Historical Society was received indicating that an archaeological survey for the area is not necessary but that any existing buildings over 50 years old should be reviewed by the Historical Society as the redevelopment process continues. This recommendation remains applicable to the AUAR Update.

Board of Water and Soil Resources Jim Haertel 520 Lafayette Road St. Paul, MN 55107	MDNR Steve Colvin Environmental Review Unit 500 Lafayette Road St. Paul, MN 55155-4025	US Fish and Wildlife Service Twin Cities Field Office E.S. 4101 E. 80 th Street Bloomington, MN 55425-1665
Dept. of Agriculture Beck Balk 625 North Robert Street St. Paul, MN 55107	Minnesota Historical Society 345 Kellogg Blvd. W. St. Paul, MN 55102	Office of the County Manager Ramsey County 250 Courthouse 15 West Kellogg Blvd. St. Paul, MN 55102
Dept. of Health Environmental Health Division Policy, Planning and Analysis 121 E. Seventh Pl., Suite 230 St. Paul, MN 55101	State Archaeologist Fort Snelling History Center St. Paul, MN 55111-4061	Community and Econ. Dev. Dept. Ramsey County 250 Courthouse 15 West Kellogg Blvd. St. Paul, MN 55102 651-266-8006
Dept. of Commerce Susan Medhaug 85 Seventh Place East, Suite 500 St. Paul, MN 55101	US Army Corps of Engineers Tamara Cameron Regulatory Functions Branch 190 Fifth Street East St. Paul, MN 55101-1638	Ramsey County Soil and Water Cons. Dist. 2015 Rice Street Roseville, MN 55113
MPCA Rick Newquist, Supervisor Env Review Unit/Majors/Rem Div. 520 Lafayette Road St. Paul, MN 55155	US EPA Kenneth Westlake Env Planning and Evaluation Unit 77 W. Jackson Blvd., Mailstop B-19J Chicago, IL 60604-3590	